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## Coast Guard Boat Readiness and Standardization Program Manual



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#### Commandant United States Coast Guard

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COMDTINST MI 6114.24A

AUG 9 1999

#### COMMANDANT INSTRUCTION MI61 14.24A

Subj: COAST GUARD BOAT READINESS AND STANDARDIZATION PROGRAM MANUAL

Ref:

- (a) 41' UTB Operator's Handbook, COMDTINST MI 6114.2 (series)
- (b) 44' MLB Operator's Handbook, COMDTINST MI 6114.3 (series)
- (c) 47' MLB Operator's Handbook, COMDTINST M 16 114.25 (series)
- (d) Naval Engineering Manual, COMDTINST M9000.6 (series)
- (e) Boat Crew Training Manual, COMDTINST Ml61 14.9 (series)
- **(f)** Casualty Reporting (CASREP) Procedures (MATERIEL), COMDTINST M3501.3 (series)
- **1.** <u>PURPOSE</u>. This Manual provides standardized guidance and procedures for ensuring the day to day readiness of Coast Guard standard boats.
- 2. <u>ACTION</u>. Area and district commanders, commanders of maintenance and logistics commands, commanding officers of headquarters units, assistant commandants for directorates, Chief Counsel, and special staff **offices** at Headquarters shall ensure adherence to the content of this Manual.
- 3. <u>DIRECTIVES AFFECTED</u>. This Manual cancels the Motor Lifeboat (MLB) & Utility Boat (UTB) Standardization Manual, COMDTINST M 16 114.24 on 0 1 October 1999.
- 4. <u>DISCUSSION</u>. The Coast Guard's current MLB and UTB Standardization Program has been in place since March 1994. It has improved the materiel condition of these two boat classes and enhanced the professionalism of their crews. However, recent service-wide measurements made by the MLB and UTB Standardization Teams indicate a decline in fully mission capable (ready for sea) rates, measured at the beginning of assessment visits, over the last several years. Additionally, while standardization assessment procedures collected much data, they did not allow for easy translation of that data to information at the group, district, or headquarters level.

#### COMDTINST MI61 14.24A

In November 1998 experts representing operational field units, operational commanders, engineering support units, UTB Systems Center, National Motor Life Boat School, Commandant (G-OCS), and Commandant (G-SEN) met to address these concerns. As a result, the standardization program has been revised to refocus the attention of all levels of the chain of command on the importance of maintaining a high state of readiness of both our boat platforms and the crews that operate them. Revisions to this Manual serve four broad purposes:

- a. Promote readiness as a <u>daily process</u>.
- b. Support the unit Commanding Officer/Office-in-Charge's readiness and training program with specific information on individual boats and crewmembers.
- c. Provide the operational commander (usually a Group Commander) with an assessment of the effectiveness of his or her standardization/Ready for Operations program compared to Coast Guard wide averages.
- **d.** Provide district staffs and the headquarters boat force manager (G-OCS) with an overall evaluation of the readiness and health of the entire boat force.
- 5. <u>SIGNIFICANT CHANGES</u>. Significant changes contained in this Manual include:
  - a. New specific definitions of disabling casualties, and restrictive, major, and minor discrepancies.
  - b. Specific responsibilities, required actions and restrictions to be applied by units and operational commanders upon the occurrence of a disabling causality, or restrictive, major or minor discrepancy.
  - c. The terms "Ready for Sea" and "Not Ready for Sea" used in Ready for Ops and Standardization assessments have been replaced by "Fully Mission Capable" "Not Fully Mission Capable" and "Not Mission Capable" to better illustrate the actual condition of a boat.
  - d. More detailed instructions and processes concerning Readiness and Standardization Assessments and examples of standardized reports.

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- 6. <u>PROCEDURE</u>. The primary role of operational commanders and Coast Guard boat units is to ensure the daily operational readiness of boats and their crews. District, operational and unit commanders for all Coast Guard boat units shall ensure the procedures detailed within this instruction are followed on a day to day basis. The manager for the Coast Guard Boat Readiness and Standardization Program is Commandant (G-OCS).
- 7. POLLUTION PREVENTION (P2) CONSIDERATIONS. Pollution prevention considerations were examined in the development of this directive and have been determined to not be applicable.

ERNEST R. RIUTTA

Assistant Commandant for Operations

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## **TABLE OF CONTENTS**

CHAPTER 1 - READINESS AND STANDARDIZATION PROGRAM - GENE	RAL 1-1
A. PURPOSE	1-1
B. GOALS	1-1
C. DEFINITIONS	1-1
D. RESPONSIBILITIES, *. I,	1-3
CHAPTER 2 - UNIT/GROUP READINESS EVALUATIONS	2-l
A. PURPOSE/SCOPE	2-1
B. GOALS	2-1
C. UNIT EVALUATION REQUIREMENTS	
D. OPERATIONAL COMMANDER EVALUATION REQUIREMENTS	
E. EVALUATION TEAM COMPOSITION :	
F. SAFETY	2-3
CHAPTER 3 - READINESS AND STANDARDIZATION ASSESSMENTS	3- 1
A. PURPOSE AND SCOPE	3-1
B. GOALS	
C. PROCEDURES	
D. GENERAL <b>TIMELINE</b>	3-1
CHAPTER 4 - MATERIEL INSPECTIONS	4.1
A. OVERVIEW	
B. FORMAL MATERIEL INSPECTIONS	
C. UNIT MATERIEL INSPECTIONS.  D. GUIDELINES/REFERENCES.:	
E. DISCREPANCY CLASSIFICATIONS AND REQUIRED ACTIONS	
F. READINESS RATING.	
CHAPTER 5 - BOAT CREW QUALIFICATION AND PERFORMANCE	
EVALUATIONS	5-1
A. OVERVIEWB. PROCEDURES	
C. UNDERWAY EXERCISE EVALUATIONS.	
D. REQUIRED EXERCISES (CORE DRILLS).	
E. OPTIONAL EXERCISES.	
F. EVALUATION PROCEDURES.	5-3
G ADDITIONAL ASSESSMENT REQUIREMENTS	E A

## ENCLOSURE (3) – SAMPLE READINESS AND STANDARDIZATION ASSESSMENT REPORT LETTER

#### ENCLOSURE (4) - SAMPLE STAN TEAM ASSESSMENT ANALYSIS REPORT

#### ENCLOSURE (5) - UNDERWAY DRILL CHECKLISTS - REQUIRED EXERCISES

- DAY/NIGHT NAVIGATION AND PILOTING
- TOWING
- DEWATERING
- MAN OVERBOARD (MOB) RECOVERY

## ENCLOSURE (6) – UNDERWAY DRILL CHECKLISTS – OPTIONAL EXERCISES (NAVIGATION, PILOTING, SEARCH PATTERNS)

- REDUCED VISIBILITY NAVIGATION
- CREWMEMBER PILOTING PROFICIENCY
- SEARCH PATTERNS

# ENCLOSURE (7) – UNDERWAY DRILL CHECKLISTS – OPTIONAL EXERCISES (41' UTB BASIC ENGINEERING CASUALTY CONTROL EXERCISES (BECCE))

- FIRE IN THE ENGINE ROOM
- LOSS OF STEERING (CABLE/HYDRAULICS)
- LOSS OF STEERING (JAMMED RUDDER)
- COLLISION WITH SUBMERGED OBJECT
- LOSS OF MAIN ENGINE LUBE OIL PRESSURE
- MAIN ENGINE HIGH WATER TEMPERATURE

# ENCLOSURE (8) - UNDERWAY DRILL CHECKLISTS - OPTIONAL EXERCISES (44' MLB BASIC ENGINEERING CASUALTY CONTROL EXERCISES (BECCE))

- FIRE IN THE ENGINEROOM
- LOSS OF STEERING (HYDRAULICS)
- COLLISION WITH SUBMERGED OBJECT
- ACCIDENTAL GROUNDING
- LOSS OF MAIN ENGINE LUREOU PRESSURE

# ENCLOSURE (9) - UNDERWAY DRILL CHECKLISTS - OPTIONAL EXERCISES (47'MLB BASIC ENGINEERING CASUALTY CONTROL EXERCISES (BECCE))

- FIRE IN THE ENGINEROOM
- LOSS OF STEERING (HYDRAULICS)
- COLLISION WITH SUBMERGED OBJECT
- ACCIDENTAL GROUNDING
- LOSS OF ENGINE LUBE OIL PRESSURE
- MAIN ENGINE HIGH WATER TEMPERATURE
- REDUCTION GEAR FAILURE
- LOSS OF FUEL OIL PRESSURE
- LOSS OF CONTROL OF ENGINE RPM

#### CHAPTER 1 - READINESS AND STANDARDIZATION PROGRAM - GENERAL

**A. PURPOSE.** This chapter provides the basic guidelines, standards and policies for implementing the Boat Readiness and Standardization Program.

#### B. GOALS.

- 1. The Readiness and Standardization program is designed to:
  - a. Emphasize readiness and standardization as a <u>daily process</u> with operational commanders at the Group/Activity level continually aware of factors that limit the ability of their boats to safely operate at design limits.
  - b. Improve boat crew safety and proficiency by standardizing procedures.
  - c. Ensure boats are maintained under their prescribed preventative maintenance systems (PMS).
  - d. Ensure that boats are supported and maintained in accordance with configuration management requirements.
  - e. Provide a uniform method of measuring unit readiness and compliance with program standards.
- 2. Standard and Non-standard Boats. Although this instruction discusses almost exclusively standard boats, at this writing the Coast Guard operates far more non-standard boats than standard ones. It is the intent of the Coast Guard to move toward including almost all boats in one of several standard boat classes. In the interim, operational commanders will continue to have complete responsibility for assessing the readiness and condition of all non-standard boats and their crews. Many of the practices and principles used for the assessment, administration and operation of standard boats should be used by operational commanders to help ensure the safety and effectiveness of their non-standard boats.

#### C. <u>DEFINITIONS</u>.

1. **Configuration Management.** A management discipline designed to preserve and control **the functional** and *structural* characteristics of a standard boat. Unlike cutters, standard boats are resources that do not have permanent crews. These resources must be as

- b. **Functional Configuration Requirements.** This applies to the operation of machinery (i.e. main engines, marine gears, etc.) and electronic/electrical systems and equipment. Minimum performance requirements (full power) and operating parameters as set forth in references (a), **(b)** and **(c)** are functional configuration requirements.
- **c. Structural Configuration Characteristics.** This applies to the fit, form, and function of structural vessel parts. Watertight closures, vessel coatings, and mounted equipment locations are managed by *structural conzguration requirements*.
- **2. Standards and Standardization.** The uniform application of processes, procedures, or techniques to ensure boat crew safety, proficiency, configuration, and vessel reliability. Standards are promulgated by Commandant (G-OCS) and (G-SEN) and are contained in various publications and directives. Enclosure (1) provides a summary of directives which contain policy, procedures and guidance affecting the Readiness and Standardization Program.
- **3. Boat Alterations (BoatAlt).** These are the only authorized modifications to a standard boat. No one other than Commandant (G-SEN) is authorized to approve boat alterations to standard boats. Reference (d) provides amplifying details on the **BoatAlt** process.
- **4. Standard Boat.** For the purposes of this manual, the following boat types are standard boats and are subject to the provisions of this manual: 41' Utility Boat (UTB), 44' Motor Lifeboat (MLB) and 47' Motor Lifeboat (MLB).
- 5. Standardization Team (STAN Team). A three to five member deployable evaluation team that consists of highly trained and experienced professionals specializing in the operational/deck and engineering aspects of each standard boat platform. Each team conducts biennial assessment visits to ensure the goals of the Readiness and Standardization Assessment (outlined in this manual) are achieved. These teams act as a deployable asset to the centers of excellence (UTBSC/NMLBS) for each standard boat platform, and in addition to providing field units with technical information, they support the centers by providing guidance and feedback to improve school training and program functions.
- **6. Operational Commander.** For the purpose of-this instruction, *Operational Commanders* are defined as commanders of Groups, Activities, Air Stations and Greater Antilles Section, who exercise *direct* operational control of a subordinate unit with a standard boat or non-standard boat assigned. This definition specifically does not include Station

- **8. Command Cadre. The** Commanding Officer or Officer in Charge, the Executive Officer or Executive Petty Officer, the Engineering Petty Officer and senior Boatswains Mate (at units with Commanding Officers) are a unit's command cadre.
- **9. Disabling Casualty.** See the full definition in Chapter 4 of this manual..
- 10. Restrictive Discrepancy. See the full definition in Chapter 4 of this manual.
- 11. **Major Discrepancy.** See the full definition in Chapter 4 of this manual.
- **'12. Minor Discrepancy.** See the full definition in Chapter 4 of this manual.
- **13. Readiness.** The ability of a boat to perform all functions and missions for which it was designed. There are three readiness conditions:
  - *Fully Mission Capable*: The boat has no disabling casualties or restrictive discrepancies,
  - *Not Fully Mission Capable*: The boat has no disabling casualties; however, one or more restrictive discrepancies exist (which reduce the ability of the boat to **perform** all missions safely). Each restrictive discrepancy has been properly waived by the Operational Commander for limited operations.
  - *Nut Mission Capable:* The boat has one or more disabling casualties or unwaived restrictive discrepancies which make it unsafe to operate.

#### D. RESPONSIBILITIES.

- 1. Commandant (GOCS) shall:
  - a. Manage and oversee the continuity and effectiveness of the Readiness and Standardization Program.
  - b. Establish materiel and boat crew evaluation standards and guidelines.
  - c. Oversee resident boat crew training programs.
  - d. Ensure funding necessary to maintain the Readiness and Standardization Assessment visit program.
  - e. Review Readiness and Standardization Assessment visit schedules.

- i. Review and publish annual assessments and other statistics provided by the STAN Teams.
- j. Chair configuration control boards for standard boats and meet regularly.

#### 2. Commandant (G-SEN) will:

- a. Promulgate BoatAlts for standard boats.
- b. Promulgate the Preventative Maintenance System for standard boats.
- c. Review Boat Class Maintenance Plans for standard boats
- d. Review materiel standards, discrepancy classifications and STAN Team assessment criteria for standard boats.
- e. Continuously monitor materiel condition of standard boat fleet.
- f. Chair configuration control boards for standard boats in the absence of G-OCS.
- g. Periodically provide observers to accompany STAN Teams during assessment visits.

#### 3. Engineering Logistics Center (ELC) will:

- a. Review and develop BoatAlts for standard boats.
- b. Manage and develop changes to the Preventative Maintenance System for standard boats.
- c. Promulgate and maintain changes to master drawings and technical publications relating to standard boats.
- d. Manage, promulgate and update Boat Class Maintenance Plans (BCMP) for standard boats.
- e. Periodically provide observers to accompany STAN Teams during assessment visits.
- f. Publish quarterly statistics, notes, and pertinent information on BoatAlts.
- g. Establish and validate materiel standards for standard boats.

- b. Verify during compliance audits whether operational commanders are conducting annual "Ready For Operations" (RFO) evaluations in accordance with the requirements in Chapter 2.
- c. Verify during compliance audits proper boat maintenance record keeping and documentation in accordance with this and other directives.

#### 5. District Commanders shall:

- a. Ensure units with boats are provided adequate support by the chain of command.
- **b.** Ensure operational commanders execute the Readiness and Standardization Program and evaluations in accordance with this directive.
- c. Coordinate Readiness and Standardization Assessment visit schedules with each STAN Team using the following guidelines:
  - (1) Only units with a standard boat OPFAC allowance shall be scheduled for an assessment visit.
  - (2) Ensure STAN Team schedules do not conflict; whenever possible MLB/UTB visits should be scheduled in alternating years.
  - (3) Do not schedule Readiness and Standardization Assessment visits less than 30 days before or after a planned yard availability.
  - (4) Whenever possible, schedule assessment visits to every applicable unit before repeating the visit cycle.
- d. Ensure STAN Team report discrepancies and recommendations are addressed and promptly acted upon.

#### 6. Operational Commanders shall:

- a. Monitor unit training and operations at subordinate commands to ensure boat crew readiness is maintained in accordance with applicable Commandant and District directives.
- b. Ensure unit commanders maintain operational readiness by correctly completing prescribed preventative maintenance

- f. Provide or arrange for training, logistics, maintenance, and technical support beyond the capabilities of subordinate units.
- g. Provide operations and engineering department observers to accompany the STAN Team during all assessments. Observers should be members of the operational commander's RFO evaluation team described in Chapter 2, Section F.
- h. Train and maintain a competent RFO Team.
- i. Take necessary action to resolve deficiencies noted in STAN Team reports in accordance with the requirements of this manual and other applicable directives.
- j. Hold unit commanders accountable for unreported discrepancies.
- k. Ensure that the boat(s) at each unit scheduled for a Readiness and Standardization Assessment is(are) fully mission capable when the visit begins.

**NOTE:** STAN Teams will not conduct underway exercises when a boat has a disabling casualty. Operations will not be conducted with restrictive discrepancies without waivers. For personnel safety reasons, the STAN Team leader may decline to conduct underway exercises, if in his or her opinion there are discrepancies in any or all categories that, when combined, create an unsafe condition for the crew or endanger the boat. **When** a restrictive **discrepancy arises** during the assessment, the Stan Team will suspend underway exercises until the discrepancy is corrected or the waiver requirements of Chapter 4, Section E have been met.

#### 7. Unit Commanders shall:

- a. Ensure provisions of reference (e) are strictly adhered to and all certified boat crew personnel possess required performance skills,
- b. Ensure compliance with functional and structural configuration management requirements in accordance with applicable Commandant directives (i.e., Operator's Handbooks, PMS Manuals, etc.),
- c. Ensure required tests, inspections, and preventative maintenance procedures are performed correctly and completely and are documented properly in accordance with applicable directives.
- d. Take action on discrepancies in accordance with Chapter 4, Section E.

- (1) New standard procedures and techniques used and/or problem areas regarding procedures and techniques employed by boat crews.
- (2) Any information that would assist units in meeting standardization program requirements.
- c. Maintain liaison with Commandant (G-OCS) to ensure that Readiness and Standardization Program requirements are being met.
- d. Coordinate with Commandant (G-OCS) to make appropriate changes to training syllabi, courses, or manuals when deficiencies are noted during assessment visits.
- e. As members of the Coast Guard's Boat Centers of Excellence (UTBSC/NMLBS) assist in maintaining the boat operators handbooks for the appropriate boat class. Propose interim changes to Commandant (G-OCS) as needed and produce updates to the operators manuals at least annually.
- **f.** Recommend to Commandant (G-OCS) additions or deletions to boat outfit equipment or stowage plans that would enhance operational efficiency and/or safety.
- g. Based on field observations and platform expertise, provide recommendations to Commandant (G-OCS), (G-SEN), ELC, and the **MLCs** that would increase machinery reliability and maintainability.
- h. Recommend performance requirements for boat crew positions that would enhance proficiency and safety.
- When directed by ELC, conduct prototype evaluations to determine the feasibility of a recommended **BoatAlt**. Review proposed configuration changes and provide recommendations for location and installation of new equipment.
- j. At the direction of Commandant (G-OCS), conduct biennial Readiness and Standardization Assessments at each unit with a standard boat.

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#### CHAPTER 2 - UNIT/GROUP READINESS EVALUATIONS

- **A.** <u>PURPOSE/SCOPE.</u> Unit and operational commanders are responsible for maintaining the day to day readiness of their boats and crews. This is their central, most important responsibility. This chapter promulgates policy, standards, and guidelines regarding required unit and operational commander readiness evaluations.
- **B.** GOALS. While a dedicated Coast Guard infrastructure exists to provide resident training and biannual standardization evaluations, this can not take the place of unit and operational commanders who are directly committed to the readiness of then boats and their crews. The goal of the Readiness and Standardization Program is to develop a multi-layered approach to fleet readiness; within which, operational and unit commanders have clearly defined requirements to evaluate and act upon material condition discrepancies and training deficiencies.

Without fully capable small boat platforms and fully qualified crews to operate them, our ability to <u>safely</u> conduct core Coast Guard missions, such as SAR, law enforcement and marine environmental protection, is greatly degraded.

- C. <u>UNIT EVALUATION REOUIREMENTS.</u> The readiness of standard boats shall be continuously evaluated by the unit to ensure they are fully mission capable. This constant evaluation is accomplished through a variety of programs including daily boat checks, the boat PMS schedule, and regularly scheduled, self-audited materiel readiness and standardization evaluations. Whenever a discrepancy is noted during any of these inspection programs it must be classified and acted upon based upon the standards as outlined in Chapter 4, Section E of this manual and the appropriate operator's handbook.
  - 1. **Self Audits.** Self audits of materiel readiness and standardization are reconunended on a quarterly basis and prior to the operational commander's **RFO** evaluation or STAN Team Readiness and Standardization Assessment. While not a formal inspection, units should use the materiel inspection procedures provided in chapter 4 of this manual and the appropriate check-off list contained in the operator's handbook as guidance for conducting self audits. Self audits are also designed to assist units in maintaining work lists and Current Ships Maintenance Project (**CSMP**) records.

unit. The **RFO** evaluation may be conducted at any time of the year. The **RFO** evaluation shall be comprised of an evaluation of the unit's boat crew training program, a materiel inspection, and underway exercise evaluations. A formal report of the **RFO** evaluation shall be issued by the operational commander. Readiness and Standardization Assessments conducted by the Standardization Teams <u>may not</u> substitute for the operational commander's **RFO** evaluation.

- 1. **Training Program Evaluation.** At a minimum, the **RFO** evaluation team shall make a complete review of training records to evaluate unit compliance with the requirements of reference (e), the Boat Crew Training Manual, COMDTINST Ml61 14.9 (Series) and the requirements of COMDTINST 154 1.1, Team Coordination Training. Review of other unit training requirements not directly related to boat operations is at the discretion of the operational commander. In addition, written tests to evaluate boat crew knowledge of standard practices and procedures shall be administered.
- **2. Materiel Inspection.** A materiel inspection shall be conducted in accordance with the procedures outlined in Chapter 4 of this manual.
- **3. Underway Exercise Evaluations.** Underway exercises shall be performed to measure how boat crews perform standard procedures, and evaluate the effectiveness of the unit's Boat Crew Training Program. Chapter 5 of this manual provides procedures for conducting these evaluations. Operational commanders may impose additional underway training requirements due to unique operational requirements provided that they are not contrary to or inconsistent with published standard procedures.
- **4. RFO Evaluation Report.** Operational commanders shall provide unit commanders an **RFO** evaluation report. Enclosure (3) provides an example of a Standardization Team Assessment Report which may serve as a guideline for the development of an **RFO** evaluation report. At a minimum, the **RFO** evaluation report must contain the following information.
  - a. Based on evaluator observation, an evaluation of whether the unit is effectively executing the boat crew training program.
  - b. The results of the written tests administered.
  - c. A statement for each standard boat indicating whether the boat is "Fully Mission Capable", "Not Fully Mission Capable" or "Not Mission Capable" as defined in Chapter 4 of this manual. If a boat was found to be "Not Fully Mission Capable" or

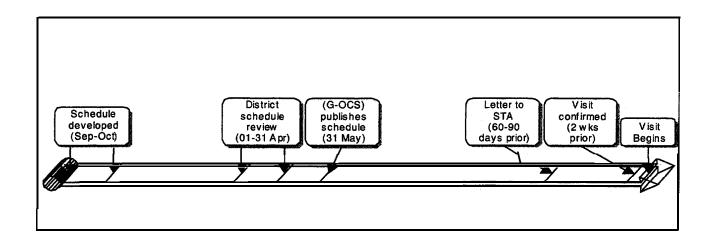
- e. A summary of underway exercise evaluations including a determination of boat crew proficiency and adherence to standard operating procedures. Copies of drill evaluation sheets may be included in this section.
- **E. EVALUATION TEAM COMPOSITION.** The operational commander's **RFO** evaluation team will be comprised of the most qualified and experienced personnel available. Each evaluator must be thoroughly familiar with the references in Enclosure (1) that pertain their field of expertise. The **RFO** evaluation team shall be designated in writing by the operational commander. The team shall consist of at least three personnel as follows:
  - **1. Team Leader.** The team leader should normally be the operational commander's surface operations officer or assistant, and be senior to the unit commander receiving an evaluation.
  - **2. Senior Boatswain's Mate.** The senior Boatswain's Mate shall be a currently or previously qualified standard boat coxswain. If staffing does not allow this, the individual shall be a graduate of the MLB Supervisor's Course or a senior **coxswain/surfman** from within the operational commander's other station resources.
  - 3. **Naval Engineer.** The Naval Engineer should be the operational commander's naval engineering department head or assistant.
- **F. SAFETY.** Safety of personnel and the safeguarding of equipment must remain paramount during underway evaluations. For this reason, the following procedures apply.
  - 1. **Coxswain Responsibilities.** The coxswain has ultimate responsibility for the boat and all persons aboard during a mission, including **RFO** evaluation. If concern for personnel or vessel safety arises, the coxswain shall halt the exercise until the unsafe situation or condition is corrected.
  - 2. Evaluator Responsibilities. All safeguards must be taken to ensure that the evaluation environment does not become hazardous. When an evaluator observes an unsafe condition, they shall inform the coxswain. If in the evaluator's judgement, personnel or property remain endangered, they shall terminate the exercise. If at any time it is discovered that the boat has a disabling casualty or restrictive discrepancy, underway exercises shall be terminated until the discrepancy is corrected or a waiver is granted by the operational commander in accordance with Chapter 4, Section E of this manual.

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#### CHAPTER 3 - READINESS AND STANDARDIZATION ASSESSMENTS

- **A. PURPOSE AND SCOPE.** The Readiness and Standardization Program is made up of multiple steps in a continuous cycle. The largest portion of this cycle rests with the operational and unit commanders as discussed in the previous chapters. To complete the cycle and ensure fleet wide boat readiness and configuration management, the STAN Teams conduct biennial unit visits.
- **B.** GOALS. The assessment visit is designed to achieve several goals. These goals fall in line with the goals of the Readiness and Standardization Program as identified in Chapter 1. In addition to providing a venue to ensure Coast Guard standards are maintained, the visits provide on site, personalized technical and professional 'training and information sharing between the STAN Team and unit boat crew members. Operational and unit commanders should capitalize on these opportunities to improve their ongoing boat crew training programs, as well as use the materiel inspection results to correct operational deficiencies on each standard boat. The specific objectives of the Readiness and Standardization Assessment visits are to:
  - 1. Evaluate the material condition of standard boats and ensure unit compliance with preventive maintenance (PMS) and configuration management requirements,
  - 2. Evaluate the effectiveness of a unit's boat crew training program,
  - 3. Evaluate boat crew performance skills essential for safe operation,
  - 4. Determine whether boat crews adhere to standard operating procedures, and
  - 5. Provide **RFO** evaluation guidance to the operational commander's observers.
- C. PROCEDURES. To limit variation for the unit being evaluated, the procedures for the Readiness and Standardization Assessment visits are very similar to the RFO evaluation procedures set forth in Chapter 2. During the visit, a materiel inspection and full power trial will be conducted on each standard boat assigned to the unit (as related to the visiting STAN Team). Underway exercise evaluations will be conducted with all certified boat crew personnel.
- D. GENERAL TIMELINE. This section provides the timeline of events surrounding a unit's biennial Readiness and Standardization Assessment visit. As an overview, each fall, the STAN Teams work closely with each district to develop the part year's visit schedule Units

received and the system continually improves. The below figure depicts the **timeline** of events **preceeding** an assessment visit.

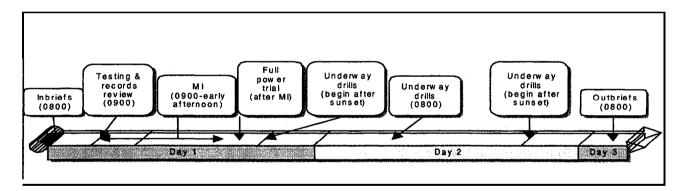


- 1. **Schedule Development.** The program cycle is designed to allow biennial visits to each unit with an assigned standard boat. Development of the next year's visit schedule begins each fall. The schedule is a result of negotiations between the STAN Team and districts to achieve the biennial standard with consideration to district and local concerns.
  - a. Planning. Between September and October of each year the STAN Team will develop a draft schedule. The schedule is based on the known location of each standard boat, date of the boat's last visit, and area of the country in which the boat is assigned. Coordination between both STAN Teams will minimize the possibility of a unit receiving a visit from both STAN Teams within one given year.
  - b. Initial contact. During the initial planning stage, the STAN Team is likely to communicate with both the district boat managers and individual units. This informal dialog is conducted to prevent unexpected problems and alleviate extensive changes to the schedule later.
- c. District response. By 01 April, the district boat managers will be forwarded the draft schedule for their review and formal feedback. To effectively manage this extensive annual schedule and STAN Team visit costs, minimal changes are desired after publishing the annual schedule. Therefore districts should carefully review the

- 3. **Unit notification.** Between 60 and 90 days prior to a visit (depending on the date in relationship to the schedule development), the unit will receive a letter **from** the STAN Team formally notifying them of their upcoming assessment visit. The letter also serves to pass important details related to the visit, invite the unit to address important preparations issues/questions, and request several items be made available upon the team's arrival. An example of this letter is shown in enclosure (2). Then, no later than two weeks prior to the scheduled visit, the designated team leader will contact the unit to **confirm** the visit dates and address any last minute concerns the unit may have.
  - a. The notification letter will address the following issues.
    - (1) Dates of visit,
    - (2) Schedule of events,
    - (3) STAN Team Leader,
    - (4) Key visit elements,
    - (5) Drill platform requirements (towed boat),
    - (6) Boat(s) intended to be inspected, and
    - (7) Items needed for review upon arrival.
  - b. Units must provide the following items to the STAN Team upon their arrival:.
    - (1) Last two Group **RFO** evaluation reports,
    - (2) Station training records,
    - (3) Survival System PMS Log
    - (4) Underway hours for the last six months (boat & crew),
    - (5) List of boat crews and a station personnel roster, and
    - (6) Unit boat records including the following engineering info:
      - (a) DEMPS,

#### (f) PMS completions reports

**4. Visit. The** agenda for each assessment visit follows a routine schedule assuming the boat is fully mission capable. On the first day, an introduction and short in-briefing is provided to the unit, written tests are administered, a records review is conducted, and a dockside boat materiel inspection and underway **full** power trial is completed. After dark, and on the second day/evening, underway drills are conducted. Any remaining administrative review is also completed the second day. **On** the third morning, the unit is provided a summary out-brief. A more detailed description of the requirements for the materiel inspection, and full power trial can be found in Chapter 4, and the boat type operator's handbook, and appropriate technical publication. The underway drill scenarios are outlined in Chapter 5 and Enclosure (5) to this manual.



a. <u>Unit in-brief.</u> Upon arrival of the STAN **Team** and group staff representatives, usually about 0800 the first day, an all-hands briefing is conducted to introduce the team to the unit, discuss the agenda for the next few days, address any concerns, and answer any questions from the crew. Units may desire a one-on-one meeting between the STAN Team and unit/group command staff prior to the all-hands briefing. This meeting is welcomed and encouraged, especially if there are command issues that may impact upon the entire visit but are outside the concern of the whole crew.

Note: Group Operations and Engineering representatives shall accompany the STAN Team throughout the unit inspection. This includes, Operations and Engineering reps for the materiel inspection; Engineering rep(s) for the full power trial and casualty control drills; Operations reps for a majority, if not all, of both nighttime and daytime underway evolutions. Operational Commanders

the command feedback as to the knowledge level of boat crew members about the platform. Areas of strength and weakness will be identified to allow better tailoring of the unit's training program. Areas of knowledge emphasized include boat handling, procedures, navigation/piloting, rules of the road, operating boat equipment, and rescue and survival equipment.

- c. <u>Record review.</u> While boat crew testing is being conducted, the STAN Team will begin reviewing the documents requested in the pre-arrival letter. These documents/records will allow the STAN Team to more fully evaluate the unit's ongoing efforts to maintain a strong training program, professionally develop boat crew personnel and properly maintain the standard boat assigned.
- d. Materiel inspection. A thorough materiel inspection is conducted on each standard boat to ensure compliance with Commandant directed configuration management. This inspection is also an excellent opportunity for information sharing the latest platform news, helpful hints, supply sources for unique items, and a little personalized training between the STAN Team and boat crew personnel. The materiel inspection usually lasts until mid-afternoon (at a one standard boat unit). Materiel inspection procedures are discussed in the next chapter. Materiel inspection checklists for each standard boat are found in the applicable boat operator's handbook.
- e. <u>Full **power** trial.</u> A full power trial is conducted as soon as the materiel inspection is completed (if sufficient daylight remains). During this evolution, the engineering STAN Team member (accompanied by unit and group engineering personnel) will check the boat engines and engine room as discussed in Chapter 2.
- f. <u>Administrative review.</u> While the materiel inspection and full power trials are being conducted on board the boat, an administrative review will be conducted ashore. An assessment of boat and crew personal protective equipment (PPE) along with boat crew underway hours shall be completed before underway evaluations. The PPE assessment ensures all required equipment is available and in good working condition in accordance with the Rescue and Survival Systems Manual and the unit's PMS cycle. The boat crew member underway hours check is one factor available to validate the strength of the unit's ongoing training program. By comparing the crew member's underway hours within the last six months, the size of unit's operating area, unit training records, and other observable factors, the STAN Team is better able to evaluate the unit training program. One additional check made is verifying the unit's assigned boat inventory. This check is purely an information gathering measure and does not

- overboard, navigation, and search patterns exercises. The following morning, the underway drills continue, lasting throughout the day. The daylight drills will include both the operational and casualty response exercises found in enclosure (5). After sunset, evening drills will continue as conducted the previous night.
- h. <u>Out-brief.</u> Upon completion of the visit, out-briefs are offered to the unit command cadre. An optional all-hands out-brief is encouraged to provide closure and a final evaluation of the hard work the crew put forth in preparing for the visit. Operational commander out-briefs are provided upon request and are normally conducted at the last unit visited within a group **AOR**. During out-briefing, STAN Team assessment findings will be reviewed and recommendations for 'change or improvement will be **made**.

#### 5. Reports.

- a. Readiness and Standardization Assessment Report. Within 30 days of an assessment visit, the STAN Team will provide a formal report to the operational commander via Commandant (G-OCS) and the district commander summarizing the results of each Readiness and Standardization Assessment visit. The report will inform the operational commander of strengths and weaknesses and recommendations for corrective action. An example of the report can be found in enclosure (3). It will address the following specific issues.
  - (1) Whether the unit is effectively executing the boat crew training program.
    - (a) Written test results showing the percentage of correct answers overall by subject and comparison to service wide averages.
    - **(b)** Training record review.
    - (c) Boat crew underway hours review.
  - (2) Boat crew proficiency and adherence to standard operating procedures.
    - (a) Underway drill results showing the percentage of satisfactorily. completed mission objectives in relation to the Coast Guard average.
  - (3) Whether the standard boats evaluated were "Fully Mission Capable" or "Not Fully Mission Capable" or "Not Mission Capable. If the boat is found "Not Fully Mission Capable" or "Not Mission Capable" specific reasons supporting this

- (4) Last Operational Commander RFO.
- (5) Boat hull inventory verification.
- (6) STAN Team comments.
- b. STAN Team Assessment Analysis Report. Each STAN Team will furnish this report to Commandant (G-OCS) annually. The report shall provide recommendations to requirements. The format to be followed is identified in Enclosure (4). improve training programs, maintenance procedures and configuration management

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#### **CHAPTER 4 - MATERIEL INSPECTIONS**

- **A. OVERVIEW.** The purpose of the materiel inspection is to validate the readiness and standardization of the boat being inspected. The materiel inspection is performed both dockside and underway. The dockside portion consists of a complete visual inspection of all boat spaces. The condition of the hull, installed fittings and watertight structures will be reported. A functional inspection of all installed machinery and boat outfit items will also be completed. During the underway portion, a full power trial will be performed in accordance with the appropriate PMS technical publication.
- **B. FORMAL MATERIEL INSPECTIONS.** Formal materiel inspections shall be conducted during Group "Ready for Operations" evaluations and Readiness and Standardization Assessments. A formal inspection report containing the boat's materiel discrepancy list will be included in the **RFO** or Readiness and Standardization Assessment reports.
- C. <u>UNIT MATERIEL INSPECTIONS</u>. Unit commanders shall conduct a materiel inspection once per month for each standard boat assigned to the unit. No formal documentation is required for this inspection other than necessary reporting of discrepancies. In addition, daily boat checks, as required by the appropriate PMS technical publication, represent the unit's opportunity to assess the materiel condition of standard boats on a daily basis. Any time materiel discrepancies are noted, units shall comply with the required actions as outlined in Section E of this chapter.
- **D. GUIDELINES/REFERENCES.** Reference (a), **(b)** and (c) provide the materiel inspection checklists for the appropriate standard boat. A materiel inspection normally requires a minimum of two personnel to conduct, preferably a Boatswain's Mate and Machinery Technician, both of whom possess extensive experience on the type of standard boat to be inspected and a working knowledge of the reference documents which checklist items are judged against. Each item on the materiel inspection checklist will be evaluated as standard or non-standard. When the minimum standard for a specific item can not be met, the evaluator shall classify the discrepancy based upon the classification guidelines contained in the applicable boat Operator's Handbook. There are four possible classification categories; each requires a different level of action by the unit and operational commanders. These classifications are outlined below. **In** addition to this manual, the following are reference documents when conducting a standard boat materiel inspection:
  - Applicable Operator's Handbook
  - Applicable PMS Manual

- **E. DISCREPANCY CLASSIFICATIONS AND REOUIRED ACTIONS.** The readiness of standard boats shall be continuously monitored to insure that it is capable of unrestricted operations. This monitoring is accomplished through a variety of formal and informal inspection programs including daily boat checks, the boat PMS schedule, annual engineering inspections, Ready for Operations evaluations and Readiness and Standardization Assessments. Whenever a discrepancy is noted during any of these inspection programs it must be classified and acted upon based on the following standards.
  - 1. **<u>DISABLING CASUALITIES.</u>** Disabling casualties are those which <u>make the boat not</u> serviceable.
    - a. **Actions (Underway).** In the event that a boat sustains a disabling casualty while underway, the boat shall immediately return to the nearest safe mooring, if able. In many cases, the boat will require assistance from another vessel.
    - b. **Actions** (**Dockside**). If a disabling casualty is identified while the boat is moored, the boat is not authorized to get underway until the casualty is corrected. The boat shall immediately be placed into Charlie status and repaired. Dockside materiel inspections may continue after discovery of a disabling casualty but the boat shall not get underway for full power trial or underway exercises until all disabling casualties are fully repaired.

**Note:** Operational Commanders' may authorize, *in writing*, the movement of the boat for short distances under its own power only to facilitate haul-outs or corrective maintenance.

- c. **Reports.** Disabling casualties shall be reported to the Operational Commander by the most expeditious means, followed up by a boat status message as soon as possible but no later that 12 hours after the casualty is discovered. If the casualty can not be repaired within 48 hours, a CASREP shall be sent within 24 hours of discovery of the casualty in accordance with reference (f). Operational Commanders are responsible for monitoring the status of repairs to disabling casualties.
- 2. RESTRICTIVE DISCREPANCIES. Restrictive discrepancies are those which restrict the operations of the boat such that it can perform some missions; but not all missions Bacetys with restrictive discrepancies shall only be operated if a written waiver has been issued by the Operational Commander. A verbal waiver is authorized, as long as a written waiver follows it up within 4 hours. When advised and with the concurrence of the Operational Commander, the authority to draft and send/transmit written waivers may

- a. **Actions** (**Underway**). In the event the boat sustains a restrictive discrepancy while underway, the coxswain shall immediately notify the parent unit with all pertinent information and a recommendation as the whether to continue or abort the mission. The parent unit shall pass along the information pertaining to the casualty, the current mission and recommendations to the Operational Commander who shall immediately notify the unit as to whether or not continuing the mission is authorized, the conditions under which the boat may be operated, and precautions to be taken to lessen the hazards posed by the discrepancy.
- b. **Actions** (**Dockside**). The boat shall immediately be placed into Charlie status and shall not get underway until the discrepancy is corrected, or a waiver has been received. Dockside materiel inspections may continue after discovery of a restrictive discrepancy but the boat shall not get underway for full power trial or underway exercises until all restrictive discrepancies are fully repaired or have been waived by the Operational Commander
- c. **Reports.** Restrictive discrepancies shall be reported to the Operational Commander if the discrepancy can not be repaired within 1 hour. If the casualty can not be repaired within 48 hours, a CASREP shall be sent within 24 hours of discovery of the casualty in accordance with reference **(f)**. Operational Commanders are responsible for monitoring the status of repairs to all restrictive discrepancies.
- **3.** MAJOR DISCREPENCIES. Major discrepancies are those that degrade the effectiveness of the boat to perform one or more missions. The occurrence of major discrepancies shall be documented and a plan to correct these discrepancies shall be formulated and carried out by the unit. Operational Commanders are responsible for monitoring the status of the repairs to major discrepancies. It is suggested that, in conjunction with unit materiel inspections, operational commanders receive monthly reports as to the status of correction of major discrepancies..
- **4. MINOR DISCREPENCIES.** Minor discrepancies do not affect the operational readiness of the boat. However, a boat with minor discrepancies does not meet the standardization criteria as established for that boat. The occurrence and repair of minor discrepancies shall be documented and monitored at the **Station/Unit** level.
- **F. <u>READINESS RATING.</u>** At the conclusion of a formal materiel inspection, the boat shall be assigned a final readiness rating that shall be included in the inspection report. A boat may receive one of the following ratings:

3. Not Mission Capable. One or more disabling casualties or unwaived restrictive discrepancies exist.

## CHAPTER 5 - BOAT CREW QUALIFICATION AND PERFORMANCE EVALUATIONS

- A. OVERVIEW. Unit assessments through practical exercises shall evaluate boat crew professionalism and measure human performance during both Group RFO visits and STAN Team visits. Group RFO teams should follow the same guidelines and procedures as the STAN Teams. The unit training program shall be evaluated by thorough training record review, knowledge based testing and the conduct of underway exercises utilizing the core and optional drills. Results of testing and records review, and recommendations for improvement, shall be provided to the unit command at the RFO or STAN Team out-brief. STAN Team test results will be compared to Coast Guard wide averages. Evaluations of specific drills and boat crew member performance will be provided at the conclusion of each sortie. Overall drill evaluations and recommendations for improvement will be provided to the command at the out-brief.
  - 1. Guidelines/References. References containing procedural guidelines are found in enclosure (1).
- **B. PROCEDURES.** STAN Team and Operational Commander Ready for Operations evaluation teams shall conduct the following evaluations.
  - 1. **Knowledge based testing. After** the in-brief, written tests will be administered to all qualified coxswains, boat engineers, and boat crew members. Non-qualified crewmembers may also take the tests; however, their scores will not be recorded or reflected in the unit averages.
    - a. Tests will consist of questions concerning boat crew duties, boat characteristics and equipment, normal and emergency procedures, seamanship, navigation, search and rescue, and rules of the road.
    - b. Boat engineers shall take both an engineering test and a crewmember test.
  - 2. Training Record review. Individual and unit training records will be reviewed for content and format. Certification letters for each boat crew member will be checked and must be present. Currency maintenance and underway hours will be compared to ensure compliance with requirements. If a member's currency or certification is in question, the STAN Team or RFO leader may require another certified/current crew member for that position during drills. Each situation of this nature shall be documented in the Readiness and Standardization Assessment report.

- 1. **Evaluation Prerequisites.** The following prerequisites and standards shall be met when performing the exercises.
  - a. Trainees will not normally participate during underway exercise evaluations, but may be on board as observers at the discretion of the evaluator.
  - b. The boat being used shall have no disabling casualties. The operational commander shall address all restrictive deficiencies as necessary with written waivers as required in Chapter 4, Section E.
  - c. Duty standing certified boat crews shall normally perform at least two required exercises; one during daylight hours and one at night. Non duty standing certified personnel including the Officer in Charge, Executive Petty Officer, Station (small) Supervisor, and Senior Boatswain's Mate (at units commanded by a commissioned officer), Engineering Petty Officers, boat engineers, and boat crew members shall perform at least one required exercise.

**NOTE:** At all units, the Officer in Charge, Executive Petty Officer, Engineering Petty Officer, and senior Boatswain's Mate (for units commanded by a commissioned officer) will be expected to perform at least one underway exercise if they have been assigned to the unit for more than six months.

- d. Sorties shall at a minimum include core drills as listed below.
- **D. REOUIRED EXERCISES (CORE DRILLS).** Each underway exercise shall at a minimum include one or more of the core drills listed below.
  - 1. Day/Night Navigation and Piloting (1 ea.)
  - 2. Towing
  - 3. De-watering
  - 4. Man Overboard (MOB) Recovery
- **E. OPTIONAL EXERCISES.** Optional exercises may be conducted in conjunction with, but not simultaneous to, required exercises. Please make note that procedures for optional drills may not be specifically addressed in the Operator's Handbooks or other references. In order to improve standardized procedures, please notify the National Motor Lifeboat School or the

- a. Sector Single Unit (VS)
- b. Expanding Square Single Unit (SS)
- c. Creeping Line Single Unit (CS)
- d. Trackline Single Unit, Non-return (TSN)
- e. Trackline Single Unit, Return (TSR)
- f. Parallel Single Unit (PS)

#### 4. Basic Engineering Casualty Control Exercises (BECCE)

- a. Fire in Engine Room (41 'UTB, 44'MLB, 47"MLB)
- b. Loss of Steering (cable/hydraulics-41 'UTB)(hydraulics-44"MLB,47'MLB)
- c. Loss of Steering (jammed rudder) (41'UTB)
- d. Collision with Submerged Object (41 'UTB, 44'MLB, 47"MLB)
- e. Accidental Grounding (44' MLB, 47' MLB)
- f. Loss of Main Engine Lube Oil Pressure (41 'UTB, 44'MLB, 47"MLB)
- g. Main Engine High Water Temperature (41 'UTB, 44'MLB, 47"MLB)
- h. Reduction Gear Failure (44' MLB, 47' MLB)
- i. Loss of Control of Engine RPM (44' MLB, 47'MLB)
- j. Loss of Fuel Oil Pressure (44'MLB, 47' MLB)
- **F. EVALUATION PROCEDURES.** Evaluators shall assess boat crew proficiency and performance as follows:
  - 1. Pre-Brief. Evaluators shall conduct a pre-brief before the exercise commences.
  - **2. Basis for Evaluations.** Evaluations will be based on how well each crewmember performs their duties. Each exercise provides a setting for the boat crewmember a to demonstrate required skills

- c. Crew member familiarity with boat systems, boat outfit equipment, and the stowage plan,
- d. Crew member proficiency as an individual and as a team member, (team coordination and risk assessment).
- e. Effective coxswain communications, including briefings and task assignments,
- f. Crew understanding of commands and safe performance of tasks.
- **4. De-Brief.** Evaluators shall debrief the boat crew at the end of each exercise. This de-brief is normally conducted dockside.
- **G.** <u>ADDITIONAL ASSESSMENT REOUIREMENTS.</u> Operational commanders may impose additional assessment requirements due to unique operational requirements for specific units. Requirements contrary or inconsistent with published standard procedures are prohibited. Operational commanders should request written modification of procedures **from** Commandant (G-OCS), via the National Motor Lifeboat School or UTB Systems Center, in cases where approved procedures are insufficient.

# **MLB/UTB STANDARDIZATION PROGRAM**

# **Summary of Directives**

<u>Directive</u>	Subject Matter
Training, Operations and General Information.	
a. Boat Crew Seamanship Manual, COMDTINST Ml61 14.5 (series)	Training Manual
<ul> <li>Boat Crew Qualification Guide - Boat Engineer, COMDTINST Ml61 14.6 (series)</li> </ul>	Qualification Guide
c. Boat Crew Training Manual, COMDTINST Ml61 14.9 (series)	Training, Qualification, and Certification Procedures
d. Boat Crew Qualification Guide - Boat Crewmember, COMDTINST Ml61 14.10 (series)	Qualification Guide
e. Boat Crew Qualification Guide - Coxswain, COMDTINST Ml61 14.11 (series)	Qualification Guide
f. Boat Crew Qualification Guide <b>- Surfman</b> , COMDTINST Ml61 14.14 (series)	Qualification Guide
g. 41' UTB Operator's Handbook, COMDTINST MI 6 114.2 (series)	Operating procedures, capabilities, functional configuration requirements, boat outfit/stowage plans, and emergency procedures.
h. 44' MLB Operator's Handbook, COMDTINST Ml61 14.3 (series)	ec 66 66

#### 2. Naval Engineering

- a. Coast Guard Naval Engineering Manual, COMDTINST M9000.6 (series)
- b. Coatings and Color Manual COMDTINST M 10360.3 (series)
- c. 41' UTB Preventative Maintenance System Manual, Tech. Pub. 2061
- d. 44' MLB Preventative Maintenance System Manual, Tech. Pub. 2062
- e. 47' MLB Preventative Maintenance System Manual, Tech. Pub. **(TBD)**
- f. Coast Guard Rescue and Survival Systems Manual COMDTINST MI 0470.10 (series)
- g. NSTM Chapter 079 V2, Damage Control-Practical Damage Control, Section 079-22.19 through 079-22.54

### 3. Management

- Coast Guard Regulations Manual, COMDTINST M5000.3 (series)
  - (1) Chapter **4-**1

Preservation, coating, color and marking requirements For boats

Preventative and corrosion maintenance procedures.

66 66

"

Function, configuration, maintenance, and inspection of rescue and survival equipment

Maintaining Watertight Integrity

CO/OIC responsibilities relating to readiness and training

b. Directives issued by Districts,
 Maintenance and Logistics Commands,
 Operational and Unit Commanders

Maintenance and logistics support policies. Organizational, intermediate and depot level maintenance support responsibilities.

# 4. Supply support

- a. 41' UTB Boat Outfit and System Support Manual, ELCINST M4441.84 (series) (to become MICA)
- b. 44' MLB Boat Outfit and System Support Manual, ELCINST M4441.72 (series) (to become MICA)
- c. 47' MLB Boat Outfit and System Support Manual, ELCINST (TBD) (to become MICA)

Spare/repair parts allowance requirements. Boat outfit parts list

66 66 66

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Enclosure ( 1) to  ${\bf COMDTINST\,M\,16114.24A}$ 

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#### STAN TEAM PRE-ARRIVAL LETTER

1. The following letter format will be used to notify a unit of an upcoming STAN Team Readiness and Standardization Assessment visit.



Commanding Officer
U.S. Coast Guard RESTRACEN
Yorktown

Yorktown, VA 23690-5000 Staff Symbol: tutb Phone: (757) 898-Fax: (757) 898-

16100 (Date)

From: Commanding Officer, Coast Guard Reserve Training Center

To: Officer in Charge, Coast Guard Station (Name)

Subj: STANDARDIZATION (STAN) TEAM ASSESSMENT VISIT

**Ref:** (a) CG Boat Readiness and Standardization Program Manual, COMDTINST Ml61 14.24A

- 1. As discussed in reference (a), unit operational readiness is dependent upon having boats maintained in a safe operating condition, and boat crews properly trained and experienced. The (MLB/UTB) STAN Team visit is designed to assist a unit in meeting this continual readiness standard by providing a periodic assessment of the unit's (MLB/UTB) materiel condition and the seamanship, navigation, and risk assessment skills of each certified boat crewmember. Your next visit is scheduled during the period of (Dates).
- 2. It is our goal to provide the greatest benefit possible to your unit during our short visit. Following the itinerary outlined in section four of reference (a) and enclosure (1), we pledge to provide you a thorough evaluation of each (*MLB/UTB*) and crewmember's readiness to perform the unit's mission prior to concluding our visit. If this goal can not be accomplished due to restrictions beyond our control or ability to assist you in resolving, we will, at the least, provide whatever technical and professional training possible to benefit your unit.
- 3. In preparation for our visit, you are encouraged to actively prepare so that maximum benefit

16100 (*Date*)

Subj: STANDARDIZATION (STAN) TEAM ASSESSMENT VISIT

the (*MLB/UTB*) Operator's Handbook. This will minimize the number of preventable discrepancies during our inspection and expedite this portion of the visit. We encourage each crewmember to review the Pre-Arrival Package, provided in enclosure (2). A review of the (*MLB/UTB*) Operator's Handbook and the Boat Crew Seamanship Manual will also be beneficial. Upon our arrival, ensure the items listed in section 3.b. of reference (a) are available for review. In anticipation of daytime towing exercises, please schedule a drill boat, 30' or larger, to be available from 0800 to 1630 on the second day. A Coast Guard Auxiliary vessel is preferable over a second unit boat.

4. The STAN Team Leader for this visit is (name). The Team Leader or STAN Team Coordinator, (Name), may be contacted to answer any questions at (phone number). As always, district representatives are encouraged and welcome during our visit.

(Commanding Officer's Name)

Encl: (1) Visit Itinerary

(2) Pre-Arrival Package

Copy: District (name) (osr)
Group (name)

# READINESS AND STANDARDIZATION ASSESSMENT REPORT

The following report format will be used to summarize the results of a STAN Team Readiness and Standardization Assessment visit.

To Be Developed

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# STAN TEAM ASSESSMENT ANALYSIS REPORT

The following report format will be used by the STAN Teams for the annual assessment analysis report.

To Be Developed

Enclosure (4) to COMDTINST M 16114.24A

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# UNDERWAY DRILL CHECKLISTS

# REQUIRED EXERCISES

- Day/Night Navigation and Piloting
- Towing
- Dewatering
- Man Overboard (MOB) Recovery

Encl. (5) to COMDTINST M16114.24A

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UNITNAME:	BOAT #	!	D	ATE:
COXSWAIN:	E	NGINEER:		
CREWMEMBER:	C	REWMEMBE	R:	
WEATHER DURING DRILL:	WINDS'SEAS	CURRE	ENT	VIS
EXERCISE: DAY/NIGHT NA	VIGATION AND PILOTIN	G SCORE: S	AT / UNS	SAT
TERMINAL PERFROMANCE	OBJECTIVE: Pilot a CG be	oat and arrive	at a given	position within standards.
CONDITIONS: Given a Coperating area, and a certified co	CG Boat with an operational rew operating within the pres			npass, corrected chart of the
Cour Arriv with Boat Boat Comm 4 1' U 44' M 47' M Rescu Navig GPS	e made within 15 minutes of ses accurately plotted to turn we at position within 5 minute procedures as set forth in: Crew Seamanship Manual Crew Training Manual M	points and gives of ETA, acc  MI MI nide MI MI MI MI MI MI MI Ty	en positio	n within 3 degrees. thin 100 yds and in accordance ries) ries) eries) eries) eries) eries) eries) eries) ries)
ENABLING OBJECTIVES:				
<ol> <li>PREPARATIONS:</li> <li>Course and destination plo</li> </ol>	otted accurately. (N)	SAT	UNSAT	REMARKS
b. Variation and deviation fac	ctored in course. (N)			
c. All DR times and ETA cal	culated and labeled. (N)			
d. Chart corrected.(N)				
e. Depth at destination stated	l. (N)			
f. Distance to destination fro	m shore and entrance stated.(	(N)		
g. Weather and tidal condition	ons stated.(N)			

# Encl. (5) to **COMDTINST** Ml61**14.24A**

1 Course to steer/XTE used to maintain trackline within

1. <u>F</u> k.	<u>REPARATIONS</u> : (cont.) Windows open if necessary. (P)	SAT	UNSAT	REMARKS	
1.	Coxswain briefed crew.(T)				
m.	Water tight integrity set.(P)				
n.	Night vision not compromised (P/N)				
0.	Departure made within 15 minutes.(S)				
p.	Minimum of two waypoints entered into GPS. (P/N/O)				
2. <u>U</u> a.	NDERWAY NAVIGATION: Sound signals utilized.(P)	SAT	UNSAT	REMARKS	
b.	Conduct of own vessel IAW Rules of the Road. (P/B)				
c.	Aids to Navigation identified and utilized. (P/T)				
d.	Effects of set and drift considered/compensated. (P/N)				
-e.	Course guidance provided to helm. (P)				
f.	Speed over ground stated. (N)				
g.	Radar used to supplement DR				
	1. RADAR tune. (P)				
	2. Check accuracy of course. (N)				
	3. Adjust DR courses. (N)				
	4. Ranges & Bearings used. (N)				
	5. <b>Waypoint</b> information displayed on Radar screen. <b>(P/O/E)</b>				
	6. Optimum use of Radar functions/capabilities. (N)				
h.	Fathometer used to <b>verify</b> depth. (N)				
i.	GPS:				

	SAT	UNSAT	REMARKS
	SAT	UNSAT	REMARKS
			1
Γ)			

2.	UNDERWAY	NAVIGATION:	(cont.)
----	----------	-------------	---------

- j. DR navigation (Coxswain demonstrated application of time/distance/speed relationship). (N)
- k. Accuracy of **final** position within 100 yards. (N/S)
- 1. Arrived O/S within 5 minutes of ETA. (N/S)

#### 3. CREW TEAMWORK AND COORDINATION:

- a. Coxswain briefed crew of specific job and mission responsibilities. (T)
- b. Crew communicated effectively and assertively during evolution. (T)
- c. Crew assisted each other as needed. (T)
- d. Crew always aware of other's location. (T)
- e. Coxswain provided appropriate and timely guidance throughout evolution. **(T)**
- f. Crew safety and survival equipment properly worn. (P/T)
- g. Safety of vessel and crew not jeopardized. (T)
- h. Coxswain kept station informed during evolution. (P/T)

Encl. (5) to COMDTINST M16114.24A

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UNITNAME:		BOAT #		D <i>A</i>	ATE:	_
COXSWAIN:		ENGI	NEER_			_
CREWMEMBER:		CREW	MEMBE	R:		_
WEATHER DURING DR	RILL: WINDS	SEAS	CUR	RENT	VIS	_
EXERCISE: TOWING						
TERMINAL PERFORMA harbor, <b>shift</b> to an alongsid		Pilot to a di	sabled ve	ssel, take ir	to stem tow, transit to a safe	
	within prescribed limitar				al GPS, RADAR, radio, compassessel, and using the heavy weather	
Boa Boa 4 1' 44' 47' Res Nav	accordance with:  at Crew Seamanship Mant Crew Training Manua  CUTB Operator's Handle  MLB Operator's Handle  MLB Operator's Handle  MLB Operator's Handle  cue and Survival System  rigation Rules  Addendum to National	ll book book book ns Manual			M161 14.5(series) M16114.9(series) M161 14.2(series) M161 14.3(series) M161 14.25(series) M10470.10(series) M16672.2(series) M16130.2(series)	
ENABLING OBJECTIVE	<u>SS:</u>				<del></del>	_
1. <u>PREPARATIONS</u> : a. Coxswain/crew gather f	Collowing information:		SAT	UNSAT	REMARKS	
1. Position of vessel	in distress. (P)					
2. Number of POB, i	n <b>PFD's. (P)</b>					
3. Nature of distress.	(P)					
4. Amplifying inform <b>(P)</b>	nation as listed on SAR	Check sheet.				
b. Position of disabled ves	sel plotted on corrected	chart. (N)				
c. Tracklines to position	n of disabled vessel plot	ted. <b>(N)</b>				

# Encl. (5) to COMDTINST M16114.24A

2. Faribilato communications between disabled vessel and response unit. (9)  2. Perform on scene assessment of disabled vessel (P)  3. Approach to be passed (as required). (T/P)  4. Passing the towline (Pridle considered). (T/P)  3. Approach to be made. (T/P)  4. Passing the towline (Pridle considered). (T/P)  5. Acsigned tasks and positions. (T/P)  6. Discuss emergency break-away procedures. (P)  6. Discuss emergency break-away procedures. (P)  7. Towling procedures. (P)  8. Equipment to be passed (as required). (P/T)  9. Equipment to be passed (as required). (P/T)  9. Equipment to be passed (as required). (P/T)  10. Equipment to be passed (as required). (P/T)  11. Equipment to be passed (as required). (P/T)  12. Equipment to be passed (as required). (P/T)  13. Energency communications (P/T)  14. Equipment to be passed (as required). (P/T)  15. Equipment to be passed (as required). (P/T)  16. Equipment to be passed (as required). (P/T)  17. Towling procedures. (P)  18. Equipment to be passed (as required). (P/T)  19. Equipment to be passed (as required). (P/T)  10. Equipment to be passed (as required). (P/T)  10. Towing procedures. (P/T)  10. Equipment to be passed (as required). (P/T)  11. Equipment to be passed (as required). (P/T)  12. Equipment to be passed (as required). (P/T)  13. Equipment to be passed (as required). (P/T)  14. Equipment to be passed (as required). (P/T)  15. Equipment to be passed (as required). (P/T)  16. Equipment to be passed (as required). (P/T)  17. Equipment to be passed (as required). (P/T)  18. Equipment to be passed (as required). (P/T)  19. Equipment to be passed (as required). (P/T)  19. Equipment to be passed (as required). (P/T)  19. Equipment to be passed (as required). (P/T)  10. Eq	(B) Tritial course set and towline adjusted.			
2. Fasting the town in seces as required, (i.e. pump, drogue, radio).  2. Assigned tasks and positions. (T/P)  3. Assigned tasks and positions. (T/P)  4. Passing the towline (bridle considered). (T/P)  5. No turns on two birt until towline is secured On disabled vessel. (P)  6. Discuss emergency break-away procedures. (P)  7. Towing procedures. (P)  8. Equipment to be passed (as required). (P/T)  7. Towing procedures. (P)  8. Equipment to be passed (as required). (P/T)  7. Towing procedures. (P)  8. Equipment passed as required. (i.e. pump, drogue, radio).  (i)  6. Discuss emergency dreak-away procedures. (P)  7. Towing procedures. (P)  8. Equipment passed as required. (i.e. pump, drogue, radio).  (ii)  7. Overwain station keep in optimal position. (O/B/T)  8. Equipment passed as required. (i.e. pump, drogue, radio).  (iii)  7. Overwain station keep in optimal position. (O/B/T)  8. Coxewain station keep in optimal position. (O/B/T)  9. Coxewain station keep in optimal position. (O/B/T)  9. Coxewain station keep in optimal position. (O/B/T)  9. Town procedures. (P)  9. Discussion of the passed as required. (i.e. pump, drogue, radio).  10. Town procedures. (P)  11. Town procedures. (P)  12. Town procedures. (P)  13. Day of the passed as required. (i.e. pump, drogue, radio).  14. Town procedures. (P)  15. Town procedures. (P)  16. Town procedures. (P)  17. Town procedures. (P)  18. Town procedures. (P)  19. Town procedures. (P)  10. Town procedures. (P)  11. Town procedures. (P)  12. Town procedures. (P)  13. Day of the passed as required. (I.e. pump, drogue, radio).  14. Town procedures. (P)  15. Town procedures. (P)  16. Town procedures. (P)  17. Town procedures. (P)  18. Town procedures. (P)  19. Town procedures. (P)  19. Town procedures. (P)  19. Town procedures. (P)  19. Town procedures. (P)  10. Town procedures. (P)  11. Town procedures. (P)  12. Town procedures. (P)  13. Town procedures. (P)  14. Town procedures. (P)  15. Town procedures. (P)  16. Town procedures. (P)  17. Town procedures. (P)  18. Town pro	f. A working turn placed on tow bitt after towline is secured on disabled vessel. (O)	_		
2. Ferform on scene assessment of disabled vessel (P)  2. Brief crew on procedures. (T/P)  2. Assigned tasks and positions. (T/P)  3. Approach to be made. (T/P)  4. Passing the towline (bridle considered). (T/P)  4. Passing the towline (bridle considered). (T/P)  5. No turns on tow bitt until towline is secured On  6. Discuss emergency break-away procedures. (P)  7. Towing procedures. (P)  8. Emergency communications (P/T)  7. Towing procedures. (P)  8. Emergency communications (P/T)  9. Emergency communications (P/T)  (P)  9. Approach made into predominate force. (B/P)  (P)  9. Approach made into predominate force. (B/P)  6. Oxexwain station keep in optimal position. (O/B/T)  7. Coxexwain station keep in optimal position. (O/B/T)  8. Approach made into predominate force. (B/P)  7. Coxexwain station keep in optimal position. (O/B/T)	e. Line paid out and tended away from screws. (B)			
6. Discusse emergency break-away procedures. (P)  6. Discusse mergency break-away procedures. (T/P)  7. Assigned tasks and positions. (T/P)  8. Approach to be made. (T/P)  9. Mo furns on tow birt until towline is secured On disabled vessel. (P)  9. Mo furns on tow birt until towline is secured On disabled vessel. (P)  9. Discuss emergency break-away procedures. (P)  1. Equipment to be passed (as required). (P/T)  9. Therefore we mergency procedures. (P)  1. Equipment to be passed (as required). (P/T)  2. Towing procedures. (P)  3. PASSING TOWLINE/BOUIPMENT:  8. Equipment passed as required. (i.e. pump, drogue, radio).  (P)  9. Approach made into predominate force. (B/P)  9. Approach made into predominate force. (B/P)  9. Approach made into predominate force. (B/P)	d. Tow line passed using heaving line(s). (P)			
b. Perform on scene assessment of disabled vessel and b. Perform on scene assessment of disabled vessel.(P)  1. Equipment to be passed (as required), (T/P)  2. Assigned tasks and positions. (T/P)  4. Passing the towline (bridle considered), (T/P)  5. No turns on tow bitt until towline is secured On  6. Disabled vessel.(P)  7. Towing procedures.(P)  8. Emergency communications (P/T)  3. Emergency communications (P/T)  8. Equipment to be passed as required). (P/T)  3. Emergency communications (P/T)  8. Equipment passed as required. (i.e. pump, drogue, radio).  (i.e. pump, drogue, radio).	c. Coxswain station keep in optimal position. (O/B/T)	•		
b. Perform on scene assessment of disabled vessel (P)  Disabled vessel (T/P)  A. Assigned tasks and positions. (T/P)  A. Passing the townine (bridle considered). (T/P)  disabled vessel (P)  A. Discuss emergency break-away procedures. (P)  A. Disabled vessel briefed on emergency procedures. (P)  B. Equipment to be passed (as required). (P/T)  B. Equipment passed as required. (I.e. pump, drogue, radio).  B. Equipment passed as required. (I.e. pump, drogue, radio).	b. Approach made into predominate force. (B/P)			
b. Perform on scene assessment of disabled vessel and b. Perform on scene assessment of disabled vessel.(P) c. Brief crew on procedures.(T/P) c. Assigned tasks and positions.(T/P) disabled vessel.(P) c. Discuss emergency break-away procedures.(P) disabled vessel briefed on emergency procedures.(P) c. Discuss emergency on emergency procedures.(P) disabled vessel briefed on emergency procedures.(P) c. Discuss emergency on emergency procedures.(P) disabled vessel briefed on emergency procedures.(P) c. Discuss emergency on emergency procedures.(P) disabled vessel briefed on emergency procedures.(P) c. Discuss emergency on emergency procedures.(P) c. Discuss emergency on emergency procedures.(P) disabled vessel briefed on emergency procedures.(P) c. Discuss emergency on emergency procedures.(P) disabled vessel briefed on emergency procedures.(P) c. Discuss emergency on emergency procedures.(P) disabled vessel briefed on emergency procedures.(P) c. Discuss emergency or emergency procedures.(P) c. Discuss emergency procedures.(P)	a. Equipment passed as required. (i.e. pump, drogue, radio).	A TAZNU TA	WYKKZ	
b. Perform on scene assessment of disabled vessel and  D. Perform on scene assessment of disabled vessel.(P)  1. Equipment to be passed (as required). (T/P)  2. Assigned tasks and positions. (T/P)  3. Approach to be made. (T/P)  4. Passing the towline (bridle considered). (T/P)  disabled vessel. (P)  6. Discuss emergency break-away procedures. (P)  d. Discuss emergency break-away procedures. (P)  1. Equipment to be passed (as required). (P/T)	3. Emergency communications (P/T)			
2. Perform on scene assessment of disabled vessel and 3. Perform on scene assessment of disabled vessel.(P)  1. Equipment to be passed (as required). (T/P)  2. Assigned tasks and positions. (T/P)  3. Approach to be made. (T/P)  4. Passing the towline (bridle considered). (T/P)  4. Passing the towline (bridle considered). (T/P)  6. Discuss emergency break-away procedures. (P)	.2. Towing procedures. (P)			
2. Establish communications between disabled vessel and response unit. (O)  Discuss ement of disabled vessel (P)  1. Equipment to be passed (as required). (T/P)  2. Assigned tasks and positions. (T/P)  3. Approach to be made. (T/P)  4. Passing the towline (bridle considered). (T/P)  disabled vessel. (P)  6. Discuss emergency break-away procedures. (P)  6. Discuss emergency break-away procedures. (P)	I. Equipment to be passed (P/T)			- Manual A
2. Perform on scene assessment of disabled vessel and  (P)  D. Perform on scene assessment of disabled vessel. (P)  (P)  1. Equipment to be passed (as required). (T/P)  2. Assigned tasks and positions. (T/P)  3. Approach to be made. (T/P)  4. Passing the towline (bridle considered). (T/P)  disabled vessel. (P)	d. Disabled vessel briefed on emergency procedures: (T/P)			
2. Establish communications between disabled vessel and response unit. (O)  b. Perform on scene assessment of disabled vessel. (P)  2. Brief crew on procedures. (T/P)  2. Assigned tasks and positions. (T/P)  3. Approach to be made. (T/P)  4. Passing the towline (bridle considered). (T/P)  5. NO turns on tow bitt until towline is secured On	6. Discuss emergency break-away procedures. (P)			
A. Establish communications between disabled vessel and response unit. (O)  b. Perform on scene assessment of disabled vessel. (P)  c. Brief crew on procedures. (T/P)  1. Equipment to be passed (as required). (T/P)  2. Assigned tasks and positions. (T/P)  3. Approach to be made. (T/P)				
8. Establish communications between disabled vessel and response unit. (O) b. Perform on scene assessment of disabled vessel. (P)  8. Brief crew on procedures. (T/P)  1. Equipment to be passed (as required). (T/P)  2. Assigned tasks and positions. (T/P)	4. Passing the towline (bridle considered). (T/P)			
8. Establish communications between disabled vessel and response unit. (O) b. Perform on scene assessment of disabled vessel.(P) c. Brief crew on procedures. (T/P) l. Equipment to be passed (as required). (T/P)	3. Approach to be made. (T/P)			
8. Establish communications between disabled vessel and response unit. (O) b. Perform on scene assessment of disabled vessel.(P)  8. Brief crew on procedures. (T/P)	2. Assigned tasks and positions. (T/P)			
8. Establish communications between disabled vessel and response unit. (O) b. Perform on scene assessment of disabled vessel. (P)	I. Equipment to be passed (as required). (T/P)			
8. Establish communications between disabled vessel and response unit. (O)	8, Brief crew on procedures. (T/P)			
a. Establish communications between disabled vessel and	b. Perform on scene assessment of disabled vessel.(P)			
	a. Establish communications between disabled vessel and	ASMU TAS	KEMYKKS	

3.	PASSING TOWLINE/EQUIPMENT: (cont.)	SAT	UNSAT	REMARKS	
1.	Chafing gear installed. (if needed). (P)				
m.	Safe towing speed maintained. (B/P)				
n.	Disabled vessel status checked. (P)				
<ul><li>a.</li><li>b.</li><li>c.</li></ul>	ALONGSIDE TOW Brief crew on procedures. (T) Disabled vessel briefed on procedures. (T)  Deck prepared for alongside tow. (i.e. rigged fenders and	SAT	UNSAT	REMARKS	
	ngside lines made ready). (0)				
d. e. app	Break tow bitt. (0)  Set and drift of both vessels considered before making broach. (P)				
-f.	Approach made. (B)				
g. exe	<b>Dro</b> p tow approach or Back down approach properly ceuted. (P/O)				
h.	Alongside lines passed to disabled vessel. (O/B)				
1. (O)	Alongside lines adjusted and control of vessel established.				
j.	Changed navigation lights. (if required). (N)				
k.	Mooring instructions discussed with disabled vessel. (P/T)				
1.	Bow pointer briefed and posted in effective location. (T)				
m.	Vessels moored. (B/T)				
5. <u>4</u> a.	CREW TEAMWORK AND COORDINATION:  Coxswain briefed crew of specific job and mission responsibilities. (T)	SAT	UNSAT	REMARKS	
b.	Crew communicated effectively and assertively during				

Encl. (5) to COMDTINST M16114.24A

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- f. Crew safety and survival equipment properly worn. (P/T)
- g. Safety of vessel and crew not jeopardized. (T)
- h. Coxswain kept station informed during evolution. (P/T)

REMARKS		
SAT UNSAT		
SAT	_	

UNITNAME:	BOAT #	I	DATE:
COXSWAIN:	ENG	INEER:	
CREWMEMBER:	CRE	WMEMBER:	
<b>WEATHER</b> DURING DR	ILL: WINDSSEAS	CURRENT	VIS
EXERCISE: DEWATER	ING		
TERMINAL PERFORMA	NCE OBJECTIVE: Assess the flooding	g of a vessel, take a	action and de-water.
compass, a certified crew of	en a CG boat with, required <b>dewaterin</b> operating within prescribed limitations, crew shall use Team Coordination ski	and a disabled vess	sel with a scenario of taking on
	nce with: Boat Crew Seamanship Manual Boat Crew Training Manual 4 1' UTB Operator's Handbook 44' MLB Operator's Handbook 47' MLB Operator's Handbook Rescue and Survival Systems Manual Navigation Rules CG Addendum to National SAR Man	Ml6 Ml61 14.3(s Ml61 14.25( M1 M16672.2(s	61 14.9(series) 61 14.2(series) eries) (series) 0470.10(series) series)
ENABLING OBJECTIVE	<u>S</u> :		
1. PRE-ARRIVAL PREPA a. Coxswain/crew gather		SAT OUNSAT	Γ REMARKS
1. Position of vesse	l in distress.(N)		
2. Number of POB,	in Pfd's.(P)		
3. Nature of distres	s.(P)		
4. Amplifying infor sheet.(P)	mation as listed on SAR Check		
5. Position of disab <b>chart.(N)</b>	led vessel plotted on corrected		

#### Encl. (5) to COMDTINST Ml61 14,24A

b. Proper materials used to reduce or stop flooding. (T/P)

c. Flood watch set and maintained. (T/P)

# 2. O/S EVALUATIONS AND PREPARATIONS: SAT UNSAT REMARKS Establish communications between disabled vessel and response unit. (P/O) 2. O/S EVALUATIONS AND PREPARATIONS: (cont.) SAT UNSAT REMARKS Visually inspected and discussed current condition with disabled vessel. (evaluate stability, amount of water on board, depth of water in space, watertight compartment&ion or common bilge, etc.). (T/P/O) Coxswain and crew discussed course of addition. (T) Removal of POB evaluated and stated. (T) Dewatering capabilities of Disabled vessel determined. (P) Station advised (assistance requested if needed). **(P/O)** The level of risk associated with attempting to dewater (salvage) the D/V stated.) (T/B/O/P) Approach made to disabled vessel. (B) 3. **DEWATERING OPERATIONS:** SAT UNSAT REMARKS Appropriate dewatering device determined. (R/O/T) Disabled vessel briefed on dewatering intentions.(P) Equipment passed (if required)(P) De-watering device used correctly (Portable pump started within 6 pulls). (0) Dewatering done in a timely manner. (O/P) Determined if the flooding is controlled. (P/T) SAT UNSAT REMARKS 4. PLUGGING AND PATCHING: a. Source of flooding Identified. (T/p)

# 5. CREW TEAMWORK AND COORDINATION: (cont.) c. Crew assisted each other as needed. (T) d. Crew always aware of other's location. (T) e. Coxswain provided appropriate and timely guidance throughout evolution. (T) f. Crew safety and survival equipment properly worn. (P/T) g. Safety of vessel and crew not jeopardized. (T) h. Coxswain kept station informed during evolution. (P/T)



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UN	IT NAME:BOAT #		D.	ATE:					
CO	XSWAIN: E	NGINEER:_							
CRI	EWMEMBER:CF	EWMEMBI	ER:						
WE.	WEATHER DURING DRILL: WINDSSEASCURRENTVIS								
EXE	EXERCISE: MAN OVERBOARD (MOB) RECOVERY								
TER	RMINAL PERFORMANCE OBJECTIVE: Recover a s	imulated cre	wmember fa	allen overboard.					
	NDITIONS: Given a CG boat with an operational Gatations, and a scenario of one crewmember (life like OSC).	PS, radio, ce AR) fallen o	ertified crew verboard and	operating within prescribed dunconscious in the water:					
STA	MOB must be recovered within 3 minutes and in accordance with:  Boat Crew Seamanship Manual M16114.5(series)  Boat Crew Training Manual M16114.9C  4 1' UTB Operator's Handbook M16114.2(series)  47' MLB Operator's Handbook M16114.25(series)  44' MLB Operator's Handbook M16114.3(series)  Rescue and Survival Systems Manual M10470.10(series)  Navigation Rules M16672.2(series)								
ENA	ABLING OBJECTIVES:								
1. <u>E</u> a.	XECUTION: Report of man overboard passed to coxswain. (T)	SAT	UNSAT	REMARKS					
b.	Pointer/lookout watch assigned & positioned. (P)								
c.	Life ring and strobe deployment discussed. (P)								
d.	Sound signals discussed. (P)								
e.	Establish electronic position using GPS MOB Event function. <b>(N)</b>								
f.	Spotlight or deck lighting used. (P)								
g.	Crew briefed on pickup. (T)								
h.	Determine general set & drift for approach based on prevailing weather. (N)	-							

### Encl. (5) to COMDTINST M161 14.24A

- 2. <u>CREW TEAMWORK AND COORDINATION</u>:a. Coxswain briefed crew of specific job and mission responsibilities. (T)
- b. Crew communicated effectively and assertively during evolution. (T)
- Crew assisted each other as needed. (T)
- Crew always aware of other's location. (T)
- Coxswain provided appropriate and timely guidance throughout evolution. (T)
- Crew safety and survival equipment properly worn. (P/T)
- Safety of vessel and crew not jeopardized. (T)
- h. Coxswain kept station informed during evolution. (P/T)

SAT	UNSAT	REMARKS
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### UNDERWAY DRILL CHECKLISTS

### OPTIONAL EXERCISES

# NAVIGATION, PILOTING AND SEARCH PATTERNS

- Reduced Visibility Navigation
- Crewmember Piloting Proficiency
- Search patterns

Encl. (6) - COMDTINST M16114.24A

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# Encl. (6) to COMDTINST M 16114.24A

UNIT NAME:	BOAT #		DATE:		
COXSWAIN:	ENGIN	NEER:			
CREWMEMBER:	CREW	WMEMBER:			
WEATHER DURING DRILL: WINDS	_SEAS	CURREN	Γ	VIS	
EXERCISE: REDUCED VISIBILITY NAVIGATION	ON				
TERMINAL PERFORMANCE OBJECTIVE: return.	Pilot the ves	sel, in reduced	visibility,	to a given p	osition and
CONDITIONS: Given a CG boat with and operating area, and a certified crew operating within			o, compas	s, corrected o	chart of the
plotted to turn points and given position within 3 deg with procedures set forth in:  Boat Crew Seamanship M. Boat Crew Training Manu 4 1' UTB Operator's Hand 44'MLB Operator's Hand 47'MLB Operator's Hand Rescue and Survival Syste Navigation Rules GPS Operator's Handbook RADAR Operator's Hand	Ianual ial book lbook lbook ems Manual	Ml6. <b>M</b> 16. Ml6. <b>M16.</b> M10. M16. Type	of given 14.5 (set 114.9 (set 14.2 (set 14.25 (set 14.3 (set 470.10 (set 672.2 (set specific SPS 69	ries) ries) ries) ries) ries) ries)	in accordance
ENABLING OBJECTIVES:					
1. <u>PREPARATIONS</u> : a. Courses and destination plotted accurately. <b>(N)</b>		SAT UNSA	AT RI	EMARKS	
c. Chart corrected. (N)					
Variation and deviation factored in course. (N)					
d. All DR times and ETA calculated and labeled.	(N)			<u></u>	
e. Weather and tidal conditions stated. (N)					
f. Direction and velocity of current stated. (N)					
g. Sea and bar conditions stated. (P/T)					
h. Watertight integrity set. (P)					

# Encl. (6) to COMDTINST Ml61 **14.24A**

1. <u>P</u>	REPARATIONS: (cont.)	SAT	UNSAT	REMARKS
j.	Lookout(s) designated and posted effectively. (P/N)			
k.	Departure made within 15 minutes. (S)			
2. <u>1</u>	UNDERWAY NAVIGATION:	SAT	UNSAT	REMARKS
a.	Sound signals utilized. (N)			
b.	Security broadcast made, if appropriate. (P/O)			
c.	Course guidance provided to helmsman. (N)			
d.	Conduct of own vessel IAW Rules of the Road. (N)			
e.	Aids to navigation identified and utilized. (N)			·
f.	Effects of set and <b>drift</b> considered/compensated. (N/P)			
g. RA	Fixes plotted and confirmed by combination of DR, GPS, DAR and Fathometer. <b>(N)</b>			
h. <b>EB</b> l	Radar used to supplement DR using any combination of, L, VRM, cursor, floating EBL, to: (N)			
	1. Check accuracy of course. (N)			
	2 Adjust DR courses. (N)			
	3. Correct for set & drift. (N)			
1.	Radar tuned correctly. (N/P/O)			
j.	Fathometer used to verify depth of water. (N)			
k.	GPS functions used as follows: (N)			
	1. Determine course to steer. (N)			
	2. Use Waypoints/Sail plan functions. (N/O)			
	3. Use ETA function. (N/O)			
	4. Use XTE function to determine set and drift and maintain trackline within . 1 NM (200 YDS). (N/O)		-	· ·

3. <u>CREW TEAMWORK AND COORDINAT</u>	ION:	(cont.)
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- b. Crew communicated effectively and assertively during evolution. (T)
- c. Crew assisted each other as needed. (T)
- **d.** Crew always aware of **other's** location. (T)
- **e.** Coxswain provided appropriate and timely guidance throughout evolution. (T)
- **f.** Crew safety and survival equipment properly worn and used. (P/T/O)
- g. Safety of vessel and crew not jeopardized. (T)
- h. Coxswain kept station informed during evolution. (P/T)

SAT U-	NSAT	REMARKS	
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Encl. (6) ~ COMDTINST M16114.24A

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UNIT NAME:	BOAT #	DA	TE:		
COXSWAIN:	ENGIN	EER:			
CREWMEMBER:	CREWN	MEMBER:			
WEATHER DURING DRILL: WINDS	SEAS_	CURRENT	VIS		
EXERCISE: CREWMEMBER PILOTING PROFICIENCY					
TERMINAL PERFORMANCE OBJECTIVE the coxswain.	E: Crew pilots t	he boat back to the	station, without the assistance of		
<u>CONDITIONS</u> : Given a CG boat with operating area, and certified crew operating incapacitated and unable to pilot the boat.	an operational GPS, R within prescribed limit	ADAR, radio, compations. The scenario	bass, corrected chart of the bis the coxswain becoming		
STANDARD: Plot position of CG Borocedures set forth in:  Boat Crew Seamanshi 41' UTB Operator's H 44'MLB Operator's H 47'MLB Operator's H Rescue and Survival S Navigation Rules GPS Operator's Handl RADAR Operator's H	p Manual Iandbook Iandbook Iandbook Systems <b>Manual</b> book	1 1 1 1	M16114.5 (series) M161 14.2 (series) M161 14.2 (series) M161 14.3 (series) M164 14.3 (series) M10470.10 (series) M16672.2 (series) Type specific AN/SPS 69		
ENABLING OBJECTIVES:					
1. <u>PREPARATIONS:</u> a. Station notified of the situation. (P/O)	Γ	SAT UNSAT	REMARKS		
b. Position plotted in 5 min. (N)	-				
c. Course and distance to destination plots	ted. <b>(N)</b>				
d. Variation and deviation factored in. (N	n				
e. DR times and ETA calculated. (N)					
f. Shoal areas identified. (N)	-				
<b>g.</b> Set and Drift calculated or compensated tide. <b>(N)</b>	d using weather and				

# Encl. (6) to COMDTMST Ml61 **14.24A**

2. <u>UNDERWAY NAVIGATION</u>:

a.	Sound signals used, if appropriate. (N)			
b.	Conduct of own vessel IAW the Rules of the Road. (N)			·
c.	Aids to navigation identified and utilized. (N/T)			
d.	Night vision not compromised. (P)			
e.	Course guidance provided to helm. (N/P)			
f.	Radar bearings and ranges used to supplement DR. (N)			
g.	Radar tuned correctly. (0)	-		
h.	Fathometer used to verify depth of water. (N)			
i.	GPS functions used as follows: (N)			
	1. Determine Course to steer.(N)			
	2. Use <b>Waypoints/Sail</b> plan/Reverse sail plan. (0)			
	3. Use ETA function. (0)			
	4. Use SOG function. (0)			
3. <u>C</u> a.	CREW TEAMWORK AND COORDINATION:  Crew member in charge briefed crew of specific job and mission responsibilities. (T)	SAT	JNSAT	REMARKS
b.	Crew communicated effectively and assertively during evolution. (T)			
C.	Crew assisted each other as needed. (T/P)			
d.	Crew always aware of other's location. (T)			
e.	Crew member provided appropriate and timely guidance throughout the evolution. (T)			
f.	Crew safety and survival equipment properly worn <b>and/or</b> used. (R/T)			
g.	Safety of vessel and crew not jeopardized. (T)			

SAT UNSAT

REMARKS

UNIT NAME:		BOAT #	DA	IID.
COXSWAIN:		ENGI	NEER:	
CREWMEMBER:		CREW	MEMBER:	
WEATHER DURIN	G DRILL: WINDS	SEAS	CURRENT	VIS
EXERCISE: SEARC	CH PATTERNS			
TERMINAL PERFO	DRMANCE OBJECTIV	<u>'E</u> Pilot a CG boat a	d execute a search pa	attern.
	ied crew operating with			npass, corrected chart of the vill be given a position to
operating area, <b>certif</b> commence a search part of the search part of	<b>ied</b> crew operating with pattern  e CG Boat shall be under soft plotted position. Be	in prescribed limitation  erway within thirty months out shall complete sea	nutes of being given rich pattern within 5 i	vill be given a position to search pattern and CSP, arrive minutes of DR, and complete
operating area, <b>certif</b> commence a search part of the search part of	<b>ied</b> crew operating with pattern  e CG Boat shall be under soft plotted position. Be of plotted position, in a	in prescribed limitation  erway within thirty moat shall complete sea	nutes of being given rch pattern within 5 idures as set forth in:	vill be given a position to search pattern and CSP, arrive minutes of DR, and complete:
operating area, <b>certif</b> commence a search   STANDARD: The at CSP within 100yd	<b>ied</b> crew operating with pattern  e CG Boat shall be under soft plotted position. Be of plotted position, in a	in prescribed limitation  erway within thirty moat shall complete sea	nutes of being given rch pattern within 5 idures as set forth in:	vill be given a position to search pattern and CSP, arrive minutes of DR, and complete:
operating area, <b>certif</b> commence a search part of the search part of	e CG Boat shall be undo s of plotted position. Be of plotted position, in a Boat Crew Seamanshi Boat Crew Training N 41' UTB Operator's I	in prescribed limitation of the control of the complete sea accordance with process p Manual Manual Handbook	nutes of being given rch pattern within 5 r dures as set forth in:: Ml61 14.5(seri Ml61 14.9(seri M16114.2(seri	vill be given a position to search pattern and CSP, arrive minutes of DR, and complete ies) es) es)
operating area, <b>certif</b> commence a search part of the search part of	e CG Boat shall be undo s of plotted position. Be of plotted position, in a Boat Crew Seamanshi Boat Crew Training N 41' UTB Operator's I 44' MLB Operator's	in prescribed limitation  erway within thirty moat shall complete sea accordance with procest p Manual Manual Handbook Handbook	nutes of being given rch pattern within 5 rdures as set forth in:: Ml6114.5(seri Ml6114.2(seri Ml6114.3(seri Ml6114.3(seri Ml6114.3(seri	vill be given a position to  search pattern and CSP, arrive minutes of DR, and complete  ies) ies) ies) ies)
operating area, <b>certif</b> commence a search part of the search part of	e CG Boat shall be under soft plotted position. Be of plotted position, in a Boat Crew Seamanshi Boat Crew Training Manager of the Seamanshi Boat Crew Tra	in prescribed limitation erway within thirty moat shall complete sea accordance with proce p Manual Manual Handbook Handbook Handbook	nutes of being given rch pattern within 5 1 dures as set forth in:: Ml61 14.5(seri Ml6114.2(seri M16114.3(seri Ml61 14.25(seri	search pattern and CSP, arrive minutes of DR, and complete ites)  (es)  (es)  (es)  (es)  (es)  (es)
operating area, <b>certif</b> commence a search   STANDARD: The at CSP within 100yd	e CG Boat shall be under soft plotted position. Be of plotted position, in a Boat Crew Seamanshi Boat Crew Training Material and Material States of Position of Po	in prescribed limitation erway within thirty moat shall complete sea accordance with proce p Manual Manual Handbook Handbook Handbook	nutes of being given rch pattern within 5 rdures as set forth in:: Ml61 14.5(seri Ml61 14.9(seri M16114.3(seri M161 14.25(seri M161 14.25(seri M161 14.25(seri M10470.10(seri M10470.10(se	search pattern and CSP, arrive minutes of DR, and complete ites)  (es) (es) (es) (es) (ries) (ries)
operating area, <b>certif</b> commence a search   STANDARD: The at CSP within 100yd	act Crew operating with pattern  e CG Boat shall be under of plotted position. Be of plotted position, in a Boat Crew Seamanshi Boat Crew Training M 41' UTB Operator's MALB Operator's MALB Operator's Rescue and Survival Surviyal Surviyation Rules	in prescribed limitation prescribed limitation of the process of t	nutes of being given rch pattern within 5 1 dures as set forth in:: Ml61 14.5(seri Ml6114.2(seri M16114.3(seri M16114.25(seri M1610470.10(seri M16672.2 (seri M16672.2)	search pattern and CSP, arrive minutes of DR, and complete ites)  (es) (es) (es) (es) (ries) (ries)
operating area, <b>certif</b> commence a search part of the search part of	e CG Boat shall be under soft plotted position. Be of plotted position, in a Boat Crew Seamanshi Boat Crew Training Material and Material States of Position of Po	in prescribed limitation prescribed limitation processes within thirty moat shall complete seasocordance with process Manual Manual Handbook Handbook Handbook Systems Manual book	nutes of being given rch pattern within 5 rdures as set forth in:: Ml61 14.5(seri Ml61 14.9(seri M16114.3(seri M161 14.25(seri M167 14.25(seri M1667 14.25)) Ml6672.2 (seri Type specific	search pattern and CSP, arrive minutes of DR, and complete ites)  (es) (es) (es) (es) (ries) (ries)

STANDARD: The VS pattern will be run in its entirety. All turns must be made 120 degrees to the right, within 15 seconds of their predetermined times, and the search should be completed within 5 minutes of the predetermined completion time. On the third, sixth, and ninth legs, steer toward the datum marker.

# Expanding Sauare search pattern, Single Unit (SS)

The SS pattern will be run for a minimum of 5 legs, all turns must be 90 degrees to the right, within 50 yards of their predetermined turn point, and the search should be completed within 5 minutes of the completion time.

### Creeping Line search nattem. Single Unit (CS)

STANDARD: The CS pattern will be run for a minimum of 5 legs, all turns must be 90 degrees, within 50 yards of the turn points, and the search should be completed within 5 minutes of the completion time.

### Parallel search nattem, Single Unit (PS)

STANDARD: The PS pattern will be run for a minimum of 5 legs, all turns must be 90 degrees, within 50 vards of the turn points, and the search should be completed within 5 minutes of the completion time

# Encl. (6) to COMDTINST Ml61 **14.24A**

# **ENABLING OBJECTIVES:**

1. <u>PREPARATIONS</u> :	SAT UNSAT REMARKS
a. Courses (magnetic), CSP and turns plotted accurately. (N/P)	
b. DR times and total time to <b>run</b> calculated and stated. <b>(N)</b>	
c. Crew briefed on initial SAR check sheet items. (P)	
d. Coxswain passed search plans to communications watch. <b>(T/P)</b>	
2. SEARCH PATTERN EXECUTION:	SAT UNSAT REMARKS
a. Station advised of <b>O/S</b> WX & start time of pattern. (P/O)	
b. Crewmember dropped datum marker buoy overboard at CSP. (VS & ss ONLY) (P)	
c. Pattern started at designated CSP within 100 yds. (P/N)	
d. First leg of pattern in direction of drift. (P/N)	
e. Third, sixth, & ninth legs end at datum marker buoy (VS ONLY).(P)	
f. Sound signals utilized IAW Rules of the Road. <b>(P)</b>	
g. Conduct of own vessel IAW the Rules Of the Road.( P)	
h. Aids to Navigation identified and utilized. (N)	
i. Illumination used. Night vision not compromised. (P/O)	
j. Course guidance provided to helm. (N)	
k. Speed over ground stated. (N)	
1. Turns completed within 50 yds of their plotted positions.(except VS) (S)	
m. GPS used as follows: <b>(N)</b>	
1. Course to steer. (0)	
2.1 Jse SOG function. (O)	

	SAT	UNSAT	REMARKS		
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	SAT	UNSAT	REMARKS		
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#### 2. SEARCH PATTERN EXECUTION: (cont.)

- n. Course & speed adjusted as necessary to stay on pattern trackline.(except VS & SS)(P)
- o. Fathometer used to verify depth.(N)
- p. Final position of datum passed to SMC. (To determine set and drift of datum) (P)

### 3. CREW TEAMWORK AND COORDINATION:

- a. Coxswain briefed crew of specific job and mission responsibilities.(T)
- b. Crew communicated effectively and assertively during evolution. (T)
- c. Crew assisted each other as needed.(T)
- d. Crew always aware of other's location.(T)
- **e.** Coxswain provided appropriate and timely guidance **throughout** evolution. (T)
- f. Crew safety and survival equipment properly worn. (P/T)
- g. Safety of vessel and crew not jeopardized. (T)
- h. Coxswain kept station informed during evolution. (P/T)

# UNDERWAY DRILL CHECKLISTS

# OPTIONAL EXERCISES

# 41' UTB BASIC ENGINEERING CASUALTY CONTROL EXERCISES (BECCE)

- Fire in the Engine Room
- Loss of Steering (cable/hydraulics)
- Loss of Steering (jammed rudder)
- Collision with Submerged Object
- Loss of Main Engine Lube Oil Pressure
- Main Engine High Water Temperature

Encl. (7) to COMDTINST M16114.24A

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UNIT NAME:	BOAT #		DA	ATE:			
COXSWAIN:	ENGI	NEER_					
CREWMEMBER:_	CREW	MEMBE	ER:				
WEATHERDURI	ING DRILL: WINDSSEAS	CUI	RRENT	VIS			
EXERCISE: FIRE I	EXERCISE: FIRE IN THE ENGINE ROOM (41' UTB) SCORE: SAT / UNSAT						
TERMINAL PERF	ORMANCE OBJECTIVE: Combat a si	mulated	main space	fire.			
CONDITIONS: action for combating	Given a CG boat with required fire fighting a fire in the main space.	equipmo	ent and insta	alled systems, take	corrective		
STANDARD: fire too large to be cin:	Crewmembers shall demonstrate proper met combated with only the portable <b>fire</b> extinguish						
in:	Naval Engineering Manual Boat Crew Seamanship Manual Boat Crew Training Manual 4 1' UTB Operator's Handbook Rescue and Survival Systems Manual	Mi Mi Mi	9000.6 (seri 161 14.5 (ser 161 14.9 (ser 161 14.2 (ser 10470.10 (s	ries) ries) ries)			
ENABLING OBJECT	CTIVES:						
1. <u>CASUALTY</u> : <b>a.</b> RPM's reduced secured. (P)	d to neutral on both engines and then	SAT	UNSAT	REMARKS			
b. Crew notified	of casualty. (P/T)						
c. Engineer check to assess situation. (	k engine room through lower cabin view port (P)						
d. Station contact position. <b>(P/N)</b>	ted and informed of situation and current						
e. On coxswain c by pulling pin and a	command, engineer energize <b>HALON</b> system actuating the handle (simulate). <b>(T/P/O)</b>						
f. Time marked v	when <b>HALON</b> system activated. <b>(P)</b>						
g. Electrical pow	er secured. (P)						
h. Crewman rig t	the anchor, if needed. (P/O)		+ +				

# Encl. (7) to **COMDTINST** MI61 **14.24A**

# 2. CREW TEAMWORK AND COORDINATION: (cont,) b. Crew communicated effectively and assertively during evolution. (T) c. Crew assisted each other as needed. (T) d. Crew always aware of other's location. (T) e. Coxsvain provided appropriate and timely guidance

- f. Crew safety and survival equipment properly worn. (P/T)
- g. Safety of vessel and crew not jeopardized. (T)

throughout evolution. (T)

h. Coxswain kept station informed during evolution. (P/T)

# Encl. (5) to COMDTINST Ml 6114.24A

UNIT NAME:BOAT #	DATE:					
COXSWAIN:ENGI	NEER:					
CREWMEMBER:CREW	VMEMBER:					
WEATHER DURING DRILL: WINDSSEAS	VIS					
EXERCISE: LOSS OF STEERING (CABLE/HYDRAULICS) (4 1' UTB)						
TERMINAL PERFORMANCE OBJECTIVE: Given a ste	eering casualty, take corrective action.					
<u>CONDITION</u> : Given a CG boat, a certified crew operating loss of steering, caused by a break in the steering cable.	g in prescribed limitations, take corrective actions for a					
STANDARD:  In accordance with procedures set forth in:  Naval Engineering Manual M9000.6(series)  Boat Crew Seamanship Manual M16114.5 (series)  Boat Crew Training Manual M16114.9 (series)  4 1' UTB Operator's Handbook M161 14.2 (series)  Rescue & Survival Systems Manual M10470.10 (series)						
ENABLING <b>OBJECTIVES</b> :						
1. <u>CASUALTY</u> : a. RPM's reduced on both engines. <b>(P)</b>	SAT UNSAT REMARKS					
b. Crew notified of casualty. (T)						
c. Coxswain to steer with engines, if needed. (T)						
d. Engineer to investigate the casualty. (P)						
e. Crewman rig the anchor, if necessary. (P/O)						
<b>f</b> . Crewman provide emergency tiller <b>from lazarette</b> . (P/T)						
g. Engines placed in neutral. (P)						
h. Emergency tiller installed on the port rudder post and positive control maintained. (P)						
1. Detach release pin on STBD rudder post to disconnect steering cable. Tie cable out of way. (P/T)						
j. Test rudders for complete range of motion (full port to full CTRD) (T/D/O)						

# Encl. (7) to COMDTINST Ml61 14.24A

# 2. CREW TEAMWORK AND COORDINATION:

- a. Standard steering commands utilized. (T/P) p. Station notified. (P/O)
- b. Coxswain briefed crew of specific job and mission responsibilities.(T)
- c. Crew communicated effectively and assertively during evolution. (T)
- d. Crew assisted each other as needed. (T)
- e. Crew always aware of other's location. (T)
- f. Coxswain provided appropriate and timely guidance throughout evolution. (T)
- g. Crew safety and survival equipment properly worn. (P/T)
- h. Safety of vessel and crew not jeopardized. (T)
- i. Coxswain kept station informed during evolution. (P/T)

SAT	<u>UNSAT</u>	REMARKS

# Encl. (7) to COMDTINST MI **6114.24A**

UNIT NAME:			_BOAT #		D	ATE:			
COXSWAIN:			ENGI	NEER:					
CREWMEMBER:CREW				МЕМВЕ	R:				
WEATHER DURING DRILL: WINDSSEAS			CUF	RRENT		_VIS			
EXERCISE: LOSS OF STEERING (JAMMED RUDDER) (4 1' UTB)									
<u>TERMINAL PERFORMANCE OBJECTIVE</u> : Given a steering casualty, take corrective action.									
CONDITION: loss of steering, caus		boat, a certified ed rudder.	crew operating	g in presc	ribed limit	tations, t	take corre	ctive action	ns for a
STANDARD:  In accordance with procedures set forth in:  Naval Engineering Manual  Boat Crew Seamanship Manual  Boat Crew Training Manual  Hof1 14.5 (series)  Ml61 14.9 (series)  4 1' UTB Operator's Handbook  Rescue and Survival Systems Manual  M10470.10 (series)									
ENABLING OBJEC	CTIVES:								
1. <u>CASUALTY</u> : a. RPM's reduced	l on both engir	nes. <b>(P)</b>		SAT	UNSAT	REN	MARKS	· · · · · · · · · · · · · · · · · · ·	
b. Crew notified	of casualty. (T	<b>(</b> )				<del></del>			***************************************
c. Coxswain to st	eer with engin	es, if needed. (T)	)			· · · <del>·</del> · · · · · · · · · · · · · · ·			····
d. Engineer to inv	vestigate the ca	asualty. <b>(P)</b>							
e. Crewman rig th	ne anchor, if n	ecessary, (P/O)							
f. Crewman prov	ide emergency	tiller from lazar	rette. (P/T)						
<b>g.</b> Engines placed	l in neutral. (P	)				<del></del>			
h. Emergency tille positive control main		the port rudder p	post and						
1. Engineer to rer rudder posts, if nece		ar between port a	and starboard					·	
j. Rudders exerci	sed to determi	ne which rudder	is jammed.						

# Encl. (7) to COMDTINST Ml61 14.24A

1.	<b>CASUALTY</b> :	(cont.)
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- n. Standard steering commands utilized. (P/T)
- o. Station notified. (P/O)

#### 2. CREW TEAMWORK AND COORDINATION:

- a. Coxswain briefed crew of specific job and mission responsibilities.(T)
- b. Crew communicated effectively and assertively during evolution. (T)
- c. Crew assisted each other as needed.(T)
- d. Crew always aware of other's location. (T)
- e. Coxswain provided appropriate and timely guidance throughout evolution. (T)
- f. Crew safety and survival equipment properly worn. (P/T)
- g. Safety of vessel and crew not jeopardized. (T)
- h. Coxswain kept station informed during evolution. (P/T)

SAT UNSA	T REMARKS
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SAT	UNSAT	REMARKS	
			<u> </u>

# Encl. ('7) to **COMDTINST** Ml61 **14.24A**

UNIT NAME:	BOAT #	DATE	B:
COXSWAIN:	ENGINEER	k:	
CREWMEMBER	CREWMEN	MBER	
WEATHER DURING DRILL: WINDS	SEAS	CURRENT	VIS
EXERCISE: COLLISION WITH SUBMERGED	OBJECT (41' UTB)		
TERMINAL PERFORMANCE OBJECTIVE: takes appropriate action.	Crew simulates s	triking a submerge	ed object while underway and
<u>CONDITION</u> : Given a CG boat with, a ce for striking a submerged object.	ertified crew operating	in prescribed limi	itations, take corrective action
STANDARD:  In accordance with procedu Naval Engineering Manua Boat Crew Seamanship M Boat Crew Training Manu 4 1' UTB Operator's Hand Rescue and Survival Syste	al <b>Ianual</b> Jal Ibook	M9000.6 (series) Ml61 14.5 (series Ml61 14.9 (series Ml61 14.2 (series )470.10 (series)	) )
-ENABLING OBJECTIVES:			
1. CASUALTY: a. RPM's reduced to neutral on both engines. (1)		T UNSAT F	REMARKS
b. Crew notified of casualty. (P/T)			
c. Coxswain verified position. (N/P/T)			
d. Engineer proceeded to the engine room to compartment flooding. (P)	heck for		
e. Crewman checked all other compartments for <b>(P)</b>	or flooding.		
f. Appropriate measures to reduce flooding tal applicable. <b>(P)</b>	xen, if		
<ul><li>g. Engines engaged at various speeds to check (P/O)</li></ul>	for vibration.		
h. Station notified of situation. <b>(P/O)</b>			

# Encl. (7) to COMDTINST M16114.24A

REMARKS

Crew assisted each other as needed. (T)

d. Crew always aware of other's location. (T)

e. Coxswain provided appropriate and timely guidance throughout evolution. (T)

f. Crew safety and survival equipment properly worn. (P/T)

g. Safety of vessel and crew not jeopardized. (T)

h. Coxswain kept station informed during evolution. (P/T)

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UNITNAME:			_BOAT #			DATE:			
COXSWAIN:			ENG	INEER:_					
CREWMEMB	ER:		CREV	WMEMBI	ER:				
WEATHER D	URING DRILL:	WINDS	SEAS	CUI	RRENT_		_VIS		
EXERCISE: L	OSS OF MAIN E	<b>VGINE</b> LUBE O	IL PRESSURI	E (41' UT	B)				
TERMINAL I take corrective	ERFORMANCE ( action.	)BJECTIVE:	Given a sin	mulated lo	oss of lube	oil press	sure in a r	nain diese	l engine,
CONDITION: action for loss	Given a Co of lube oil pressure	G boat with, a cere.	rtified crew op	erating w	ithin presc	ribed lin	nitations, t	take correc	ctive
STANDARD:	Naval Eng Boat Crev Boat Crev 4 1' UTB	nce with procedur gineering Manual v Seamanship Ma v Training Manua Operator's Handl d Survival Syster	anual al book	My Mi Mi Mi	9000.6 (se 161 14.5 (s 161 14.9 (s 161 14.2 (s 10470.10 (	series) series) series)			
-ENABLING (	BJECTIVES:								
1. <u>CASUALT</u> a. RPM's re	<u>/</u> : duced to clutch ahe	ad on both engin	es. <b>(P/O)</b>	SAT	UNSAT	REN	MARKS		
b. Affected	engine identified. (	P)							
c. Crew not	ified of casualty. (7	ſ)							
d. Affected	engine secured. (P/	(O)				•			
e. Engineer port to assess t	checked engine roo he situation. <b>(P)</b>	m through lower	cabin view						<u> </u>
f. Crewmen	nber rig the anchor,	if necessary. (P/	O)				***		
g. Engineer observer for E	entered engine roongineer. <b>(P/T)</b>	m, Crewmember	safety				-		
h. Fire extir	guishers O/S. (P/O	)							<u> </u>
i. Bilge are	a checked for lube	oil. (P)							

# Encl. (7) to COMDTINST M16114.24A

# 2. CREW TEAMWORK AND COORDINATION:

- Coxswain briefed crew of specific job and mission responsibilities.(T)
- b. Crew communicated effectively and assertively during evolution. (T)
- c. Crew assisted each other as needed. (T)
- d. Crew always aware of other's location. (T)
- e. Coxswain provided appropriate and timely guidance throughout evolution. (T)
- Crew safety and survival equipment properly worn. (P/T)
- g. Safety of vessel and crew not jeopardized. (T)
- h. Coxswain kept station informed during evolution. (P/T)

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# Encl. (7) to COMDTINST Ml **6114.24A**

UNIT NAME:	B0		DA	ATE:		
COXSWAIN:		ENGIN	NEER:_			
CREWMEMBER:_		CREW	MEMBI	ER:		
WEATHERDUR	INGDRILL: WINDS	SEAS	CU	RRENT	VIS_	
EXERCISE: MATN	ENGINE HIGH-WATER TEMPI	ERATURE	(41' <b>UT</b>	(B)		
TERMINAL PERFE		Given a sim	ulated h	igh water te	mperature in a	n main diesel engine,
CONDITION: for high water temp	Given a CG boat with, a certifie erature.	d crew oper	ating in	prescribed l	imitations, tak	te corrective action
STANDARD:	In accordance with procedures so Naval Engineering Manual Boat Crew Seamanship Manual Boat Crew Training Manual 4 1' UTB Operator's Handbook Rescue and Survival Systems M	ıl «			M9000.6 (se Ml61 14.5 ( Ml61 14.9 ( Ml61 14.2 ( M10470.10	series) series) series)
1. <u>CASUALTY</u> :			SAT	UNSAT	REN	MARKS
a. RPM's reduced	to clutch ahead on both engines.	(P/O)				<del></del>
b. Affected engine	e identified. (P)	-				
c. Crew notified o	f casualty. (P/T)	-	·//··/			
d. Engine secured	I, if temperature continues to rise.	(P/O)				
e. Overboard disc	harge checked. (P)					,
f. Engineer checked port to assess the	ed engine room through lower cabine situation. (P)	in view				
<b>g</b> . Crewmember ri	g the anchor, if necessary. (P/O)	}				
	ed engine room, crewmember acted for engineer. (P/T)	d as				
1. Sea suction val	ves open. (P)					
_				<del></del>	ļ	

# Encl. (7) to COMDTINST M 16114.24A

1. <u>(</u>	CASUALTY: (cont.)	SAT	UNSAT	REMARKS	
n.	Expansion tank checked after engine has cooled. (P) r				7
0.	Station notified. (T/P/O)				
2. <u>C</u>	CREW TEAMWORK AND COORDINATION:	SAT	UNSAT	REMARKS	
a.	Coxswain briefed crew of specific job and mission responsibilities. (T)				
b.	Crew communicated effectively and assertively during evolution. (T)				
c.	Crew assisted each other as needed. (T/P)	<u> </u>			
d.	Crew always aware of other's location. (T)				
e.	Coxswain provided appropriate and timely guidance throughout evolution. (T)				
٠f.	Crew safety and survival equipment properly worn and used. (P/T/O)		·		
g.	Safety of vessel and crew not jeopardized. (T)				
h.	Coxswain kept station informed during evolution. (P/T)				

# UNDERWAY DRILL CHECKLISTS OPTIONAL EXERCISES

# 44' MLB BASIC ENGINEERING CASUALTY CONTROL EXERCISES (BECCE)

- Fire in the Engine Room
- Loss of Steering (hydraulics)
- Collision with a Submerged Object
- Accidental Grounding
- Loss of Main Engine Lube Oil Pressure
- Main Engine High Water Temperature
- Reduction Gear Failure
- Loss of Fuel Oil Pressure
- Loss of Control of Engine RPM

Encl. (8) - COMDTINST M16114.24A

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# Encl. (8) to COMDTINST MI61 14.24A

UNITNAME:	BOAT #	DA	ГЕ:	
COXSWAIN:	ENG	INEER		
CREWMEMBER	CREV	VMEMBER:		
WEATHER DURING DRILL:	WINDSSEAS	CURRENT_	VIS	
EXERCISE: FIRE IN THE EN	GINE ROOM (44' MLB)	CORE:SAT/UNSAT		
TERMINAL PERFORMANCE 'identify the cause, prevent furth	OBJECTIVE: After heat the damage, and take corrective ac		ne room sets off the ala	rm,
CONDITION: While unfire alarm sounds and smoke/flawith the portable tire extinguish	nderway on a 44' MLB, with a cerumes are visible through the engineers on board.	rtified crew operating vertified crew operating vertical from	vithin prescribed limita a fire too large to be c	tions, the combated
Naval I Boat Cr Boat Cr 44' ML	dance with Engineering Manual rew Seamanship Manual rew Training Manual B Operator's Handbook and Survival Systems Manual	M9000.6 (serie Ml61 14.5 (seri Ml61 14.9 (seri Ml61 14.3 (seri <b>M10470.10</b> (seri	es) es) es)	
-ENABLING OBJECTIVES:				
1. CASUALTY:	on both anaimas (D/O)	SAT UNSAT	REMARKS	
<ul><li>a. RPM's reduced to neutral</li><li>b. Crew notified of casualty.</li></ul>				
·				····
c. Engineer check engine roo light to assess situation. (P)	om through engine room port			
d. Coxswain secure both eng (P/O)	ines with console fuel stops.			
e. Station contacted and info position. (PM)	rmed of situation and current			
f. Engineer pull emergency	fuel stops. (P/O)			
g. Engineer secure electrical radio) with coxswain concurrent	power (all except <b>VHF/FM</b> ice. (P/T)			
h. On coxswain command, e by pulling pin and depressing <b>h</b>	ngineer energize <b>HALON</b> system andle. (P/O)			

## Encl. (8) to COMDTINST MI61 14.24A

Elici. (6) to COMDTHAST WHOT 14.24A				
1. <u>CASUALTY</u> : (cont.)  m. After 15 minutes, engineer checks engine room through engine room port light to see if fire is extinguished. (P)	SAT	UNSAT	REMARKS	
n. Once <b>fire</b> is determined to be extinguished, engine room <b>hatch</b> should be opened to ventilate space. <b>(P)</b>				
•. Fire watch established with portable fire extinguisher readied. <b>(P)</b>				
<b>p.</b> Engine room vented for 15 minutes. Forward hatches and scuttle opened to maximize ventilation if situation permits. <b>(P)</b>				
q. Engine room entered to determine cause of fire and assess damage. (P)				
q. Start engines and check operation, if possible. (P)				
r. Return to station if cause cannot be determined or repaired. <b>(P)</b>				
2. <u>CREW TEAMWORK AND COORDINATION:</u> -a. Coxswain briefed crew of specific job and mission responsibilities. (T)	SAT	UNSAT	REMARKS	
b. Crew communicated effectively and assertively during evolution. (T)				
c. Crew assisted each other as needed. (T)				
d. Crew always aware of other's location. (T)				
e. Coxswain provided appropriate and timely guidance throughout evolution. (T)				
f. Crew safety and survival equipment properly worn and used. (P/T/O)				
g. Safety of vessel and crew not jeopardized. (T)				
h. Coxswain kept station <b>informed</b> during evolution. (P/T)				

**CAUTION:** It is dangerous to enter a compartment during or after a fire without an OBA or other breathing apparatus, If it is absolutely necessary to enter the compartment, the compartment must be properly ventilated.

# Encl. (8) to COMDTINST MI6114.24A

UNITNAME:		_BOAT #		DATE	l:	
COXSWAIN:		ENGI	NEER:			
CREWMEMBER:		CREV	VMEMBER			
WEATHER DURING DRII	LL: WINDS	SEAS	CURRI	ENT	VIS	
EXERCISE: LOSS OF STE	ERING (HYDRAULIC	CS) (44' MLE	3) SCORE:SA	AT/UNSAT	ı	
TERMINAL PERFORMAN further damage, and take con		After lose	of helm (stee	ring) contro	l, identify the	cause, prevent
CONDITION: While limitations, the helmsman repthe hydraulic system).	underway on a 44' MI ports the helm turns in					
Nava Boat Boat 44' I	ordance with: al Engineering Manual Crew Seamanship Manual Crew Training Manual MLB Operator's Handb ue and Survival System	l oook	Ml61 Ml61 <b>M161</b>	<b>0.6</b> (series) 14.5 (series 14.9 (series 14.3 (series 70.10 (serie	) )	
-ENABLING OBJECTIVES:						
1. <u>CASUALTY</u> : a. RPM's reduced on both	angines to clutch show	d <b>(D</b> )	SAT U	NSAT	REMARKS	
<ul><li>b. Crew notified of casua</li></ul>		u. ( <b>1</b> )				
	•	ed (P/T/N)				
•						
<u> </u>						
e. Crewman check in well lazarette for hydraulic leaks.		iment and				
<b>f.</b> Engineer checks engine light to assess situation. <b>(P)</b>						
<b>g.</b> Engineer enter engine to observer. <b>(P)</b>	room with crewman as	safety				
h. Check bilges and look	for obvious leaks. (P)					
1. Check gauge for pressu	ire, if none, secure stbd	engine. (P)				

# Encl. (8) to COMDTINST Ml 6114.24A

Coxswain kept station informed during evolution. (P/T)

Effet.	(6) to COMDTINST MITULE 4.24A				
m. Co	SUALTY (cont.): oxswain coordinated rudder commands and plan of with crew. (T)	SAT	UNSAT	REMARKS	
	pon direction from coxswain tiller stepped and crewman control of tiller/rudder. (P/O)				
shaft tu	ngineer disconnect steering ram and secures to rudder the (Caution: tiller should be stepped before secting ram). (P/O)				
full <b>left</b> tiller wh	oxswain direct steering control check with tiller including /right turn. (Caution: There is danger to crewman at the hen backing due to pressures on the rudder surfaces will swing tiller arm violently). (P/T)				
	casualty corrected before mooring, engineer reinstall gram while crewman maintains control of rudders. (P/O)				-
	oxswain tests steering system full control at <b>helm</b> while in on tiller follows movement. (P/T)				-
s. Co	oxswain directs tiller to be removed and stowed. (P)				
t. Co	oxswain safely maneuver MLB to mooring. (P/O/B)				
a. Co	W TEAMWORK AND COORDINATION:  oxswain briefed crew of specific job and mission  ibilities.(T)	SAT U	UNSAT	REMARKS	
b. Cr evolutio	rew communicated effectively and assertively during on. (T)				
c. Cr	rew assisted each other as needed. (T/P)				
d. Cr	rew always aware of other's location. (T)		-		
	oxsvain provided appropriate and timely guidance nout evolution. (T)				
f. Cr used. (F	rew safety and survival equipment properly worn and P/T/O)				
g. Sa	afety of vessel and crew not jeopardized. (T)				

# Encl. (8) to COMDTINST MI61 14.24A

UNIT NAME:			_BOAT #	DATE:				
COXSWAIN:			ENGIN	NEER:				
CREWMEMBER:_			CREW	MEMBEI	R:			
WEATHER DURIN	G <b>DRILL</b> :	WINDS	SEAS	CUR	RENT	VIS		
EXERCISE: COLLI	SION WITH	SUBMERGED	OBJECT (44' 1	MLB)SC	ORE:SAT/	UNSAT		
TERMINAL PERFO			After strikin	g a subm	erged objec	et, assess resulting da	mage, prevent	
CONDITION: limitations, the MLB				speed, wi	<b>th</b> a certific	ed crew operating with	hin prescribed	
STANDARD:	Naval Eng Boat Crew Boat Crew 44' MLB	ice with procedure ineering Manual Seamanship Manual Training Manual Operator's Hand d Survival Syste	anual al lbook	Mle Mle Mle	000.6 (serio 51 14.5 (serio 51 14.9 (serio 51 14.3 (serio 0470.10 (serio	ries) ries) ries)		
ENABLING OBJEC	TIVES:							
1. <u>CASUALTY:</u> a. RPM's reduced	to neutral on	both engines. (P	<b>)</b>	SAT	UNSAT	REMARKS		
c. Crew notified o	f casualty. (T	")						
c. Current position	n verified and	l situation <b>evalua</b>	ated. (N/P/T)					
d. Determine what it can still be seen. <b>(P</b>		ere the object is l	ocated and if					
e. Engineer check light to assess obviou		through engine amage. (P)	room port					
f. Engineer enter observer. <b>(P/T)</b>		with crewman as	safety					
g. Engineer check	s bilges and	shafts for leaks/fl	looding. (P)					
. Crewman to che	eck all other	voids for floodin	g. (P)					
. Coxswain cond	uct steering o	check. (P)						

# Encl. (8) to COMDTINST Ml61 **14.24A**

<ul><li>2. <u>CREW <b>TEAMWORK</b> AND COORDINATION</u>: (cont.)</li><li>b. Crew communicated effectively and assertively during evolution. (T)</li></ul>	SAT	UNSAT	REMARKS	
c. Crew assisted each other as needed. (T/P)				
d. Crew always aware of other's location. (T)				
<b>e. Coxs</b> wain provided appropriate and timely guidance <b>throughout</b> evolution. (T)				
f. Crew safety and survival equipment properly worn and used. (P/T/O)				
g. Safety of vessel and crew not jeopardized. (T)				
h. Coxswain kept station informed of during evolution. (P/T)				

# Encl. (8) to **COMDTINST** Ml61 **14.24A**

UNIT NAME:	BOAT #		DAT	E:	
COXSWAIN:	ENGINE	ER: _			
CREWMEMBER:	CRE	WMEMBE	ER:		
WEATHER DURING DRILL: WINDS	_SEAS	CUF	RRENT	VIS	
EXERCISE: ACCIDENTAL GROUNDING (44' M	MLB)	SCORE:SA	AT/UNSAT		
TERMINAL PERFORMANCE OBJECTIVE: further damage, and take corrective actions.	After strik	ing a subn	nerged object,	assess resulting date	nage, prevent
CONDITION: While underway on a 44' MLI MLB hits bottom but does not go fully aground and to		rtified crev	v operating w	ithin prescribed lim	itations, the
STANDARD: In accordance with procedures Naval Engineering Manual Boat Crew Seamanship Manual Boat Crew Training Manual 44' MLB Operator's Handbo Rescue and Survival Systems	ual ook	M9 <b>M</b> 1 Ml Ml	0000.6 (series 161 14.5 (serie 61 14.9 (serie 61 14.3 (serie 0470.10 (seri	s) s) s)	
ENABLING OBJECTIVES:					
1. <u>CASUALTY:</u> <b>a.</b> Coxswain maneuvers to stay in safe waters (deefor MLB and out of surf zone). <b>(P/B)</b>	ep enough	SAT	UNSAT	REMARKS	
b. Crew notified of casualty. (T)					
Current position verified and situation evaluated	d. (N/P/T)				
d. RPM's reduced to neutral on both engines. (P)					
e. Engineer check engine room <b>hrough</b> engine root to assess obvious flooding/damage. (P)	om port light	t			
f. Engineer enter engine room with crewman as sa observer. $(P/T)$	afety				
<b>g.</b> Engineer checks bilges and shafts for leaks/flocchecks for proper Cooling water circulation or debris strainers. <b>(P)</b>					
h. Crewman to check all other voids for flooding a					

### Encl. (8) to COMDTINST MI61 14.24A

Safety of vessel and crew not jeopardized. (T)

Coxswain kept station informed during evolution. (P/T)

# 1. CASUALTY: (Cont.) REMARKS SAT UNSAT If a jammed rudder is probable or identified, coxswain coordinate plan of action and rudder commands with crew. (T) m. Upon direction from coxswain, tiller stepped to good rudder post and crewman gained control of tiller/rudder. (P/O) Engineer disconnect steering ram and cross connecting rod. Both secured for sea to rudder shaft tube (Caution: Tiller should be stepped before disconnecting either). (P/O) Coxswain direct steering control check with tiller including full left/right turn. (Caution: There is danger to crewman at the tiller when backing due to pressures on the rudder surfaces which will swing tiller arm violently). (P/T) Coxswain safely maneuvers MLB with emergency steering while accessing further damage. (P/O/B/T) Engines engaged individually at various speeds to check for vibration and isolate/access damage to propulsion system. (P) Return to station at reduced speed or on one engine which would prevent additional damage or vibration. (P/O/B) 2. **CREW** TEAMWORK AND COORDINATION: SAT UNSAT REMARKS Coxswain briefed crew of specific job and mission responsibilities.(T) Crew communicated effectively and assertively during evolution. (T) Crew assisted each other as needed. (T/P) Crew always aware of other's location. (T) Coxsvain provided appropriate and timely guidance throughout evolution. (T) Crew safety and survival equipment properly worn and used. (P/T/O)

# Encl. (8) to COMDTINST Ml61 14.24A

UNIT NAME:BO	AT #DATE:
COXSWAIN:	ENGINEER:
CREWMEMBER:	CREWMEMBER:
WEATHER DURING DRILL: WINDSS	EASVIS
EXERCISE: LOSS OF MAIN ENGINE LUBE OIL PR	RESS. (44' MLB) SCORE:SAT/UNSAT
TERMINAL PERFORMANCE OBJECTIVE: A the cause, prevent further damage, and take corrective as	fter loss of lube oil pressure in one main diesel engine, identify ctions.
CONDITION: While underway on a 44' MLB at limitations, the low lube oil alarm sounds and the L/O al	t cruising speed, with a certified crew operating within prescribed larm light on the console illuminates.
STANDARD: In accordance with procedures set Naval Engineering <b>Manual</b> Boat Crew Seamanship Manual Boat Crew Training Manual 44' MLB Operator's Handbook Rescue and Survival Systems M	M9000.6(series) Ml61 14.5 (series) M16114.9 (series) M161 14.3 (series)
ENABLING OBJECTIVES:	
CASUALTY:     RPM's reduced to clutch ahead on both engines. (P	SAT UNSAT REMARJSS
b. <b>Affected</b> engine identified. (P)	
c. Crew notified of casualty.(T)	
d. Affected engine secured. (P)	
e. C&rent position verified and situation evaluated. (	P/T/N)
f. Engineer check engine room through engine room light to assess the situation. (P)	port
g. Crewmember rig the anchor, if directed by coxswa	in. (P)
h. Engineer enter engine room with crewman as safet observer. $(P/T)$	ty
1. Fire extinguisher readied. (P/O)	
<b>j</b> . Bilge area checked for lube oil. (P)	

# Encl. (8) to COMDTINST Ml61 14.24A

1. <u>C</u>	CASUALTY: (cont.)	SAT	UNSAT	REMARKS
0.	Expansion tank checked after engine has cooled. (P)			
p.	Source of problem identified and corrected or, (P/T)			
q. repa	Return to station if cause cannot be determined or nired. (P/T)			
	CREW TEAMWORK AND COORDINATION:	SAT	UNSAT	REMARKS
a. resp	Coxswain briefed crew of specific job and mission consibilities.(T)			
b.	Crew communicated effectively and assertively during			

C.	Crew	assisted	each	other a	as needed.	(T/P)

evolution. (T)

- d. Crew always aware of other's location. (T)
- **e**. **Coxs**wain provided appropriate and timely guidance **throughout** evolution. (T)
- **f.** Crew safety and survival equipment properly worn and -used. (P/T/O)
- g. Safety of vessel and crew not jeopardized. (T)
- h. Coxswain kept station informed during evolution. (P/T)

SAT	UNSAT	REMARKS
	` .	

# Encl. (8) to COMDTINST Ml 6114.24A

UNIT NAME:BOAT #_	DATE:
COXSWAIN: EN	IGINEER:
CREWMEMBER:CR	EWMEMBER
WEATHER DURING DRILL: WINDSSEAS_	VIS
EXERCISE: MAIN ENGINE HIGH WATER TEMPERATU	RE (44' MLB) SCORE: <b>SAT/UNSAT</b>
TERMINAL PERFORMANCE OBJECTIVE: After rise off the alarm, identify the cause, prevent further damage, and	sing operating temperature of one main diesel engine sets take corrective actions.
CONDITION While underway on a 44' MLB at cruis limitations, the high water temperature alarm sounds and the a	ing speed, with a certified crew operating within prescribed larm light on the console illuminates.
STANDARD:  In accordance with procedures set forth Boat Crew Seamanship Manual Boat Crew Training Manual 44' MLB Operator's Handbook Rescue & Survival Systems Manual Naval Engineering Manual	Ml61 14.5 (series) M16114.9 (series) Ml61 14.3 (series)
ENABLING OBJECTIVES:	
CASUALTY:     RPM's reduced to clutch ahead on both engines. (P)	SAT UNSAT REMARKS
b. Affected engine identified. (P)	
c. Crew notified of casualty. (T)	
d. Current position verified and situation evaluated. (P/T/N	
e. Engineer check engine room through engine room port light to assess situation. Secure engine if temperature is 220" and rising. (P)	
f. Engineer enter engine room with crewman as safety observer. <b>(P/T)</b>	
g. Check bilge and for obvious leaks. (P)	
h. Feel brass pipe to determine which system the casualty is in <b>(P)</b>	

IF THE PIPE IS HOT

# Encl. (8) to COMDTINST MI 6114.2419

1. CASUALTY (cont.):	
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IF THE PIPE IS COOL	SAT	UNSAT	REMARKS
a. Check <b>J/W</b> belts and weep hole of pump. (P)			
b. Check entire U/W heating system. (P)			
c. Check L/O for quality and quantity. (P)			
<b>NOTE:</b> Even if pipe is cool, components of the R/W system may missing vanes on impeller)			
Source of problem identified and corrected or, (P/T)	SAI	UNSAT	REMARKS
<b>j.</b> Return to station if cause cannot be determined or repaired. (P/T)			
2. CREW TEAMWORK AND COORDINATION:	SAT	UNSAT	REMARKS
a. Coxswam briefed crew of specific job and mission responsibilities. (T)	5111		KENI KKID
b. Crew communicated effectively and assertively during evolution. (T)			
c. Crew assisted each other as needed. (T/P)			
d. Crew always aware of other's location. (T)			
e. Coxsvain provided appropriate and timely guidance throughout evolution. (T)			
f. Crew safety and survival equipment properly worn and used. <b>(P/T/O)</b>			
g. Safety of vessel and crew not jeopardized. (T)			
h. Coxswain kept station informed during evolution. (P/T)			
	1	1	

# Encl. (8) to COMDTINST M161 14.24A

UNIT NAME:BOAT #	DATE:
COXSWAIN:EN	GINEER:
CREWMEMBER:CRE	EWMEMBER:
WEATHER DURING DRILL: WINDSSEAS_	VIS
EXERCISE: REDUCTION GEAR FAILURE (44' MLB)	SCORE: SAT/UNSAT
TERMINAL PERFORMANCE OBJECTIVE: After one shifts, identify the cause, prevent further damage, and take correspond to the cause of the c	
CONDITION: While underway on a 44' MLB, with a confidence of the reduction gears does not respond properly when the throt	certified crew operating within prescribed limitations, one tales are operated in forward and reverse.
STANDARD:  In accordance with procedures set forth in Boat Crew Seamanship Manual Boat Crew Training Manual 44' MLB Operator's Handbook Rescue & Survival Systems Manual Naval Engineering Manual	Ml61 14.5 (series) Ml61 14.9 (series) Ml61 14.3 (series)
ENABLING OBJECTIVES:	
<ol> <li>CASUALTY:</li> <li>Both throttles brought to neutral. (P)</li> </ol>	SAT UNSAT REMARKS
b. Affected engine identified. (P)	
c. Crew notified of casualty. (T)	
d. Current position verified and situation evaluated. (N/P/T)	
e. Affected engine secured. (P)	
f. Crewmember rig the anchor, if directed by coxswain. (P)	
<b>g.</b> Engineer checks engine room through engine room port <b>light</b> to assess the situation. (P)	
h. Engineer entered engine room with crewman as safety observer. (P/T)	
i. Bilge area checked for oil. (P)	
i Check Morse control linkage (P)	

# Encl. (8) to COMDTINST M16114.24A

I. (	1. CASUALTY: (cont.)	ב	Š	REMARKS
υ. Wh	n. If full, restart engine and check reduction gear pressure when in forward and reverse (120-160 PSI). (P)			
0. not	o. If reduction gear fails to operate, secure engine. If there is not reduction gear oil, lock shaft. (P)			
p. eng	p. Coxswain maneuvers boat safely back to moorings on one engine. (P/B)			
2. C resp	2. CREW TEAMWORK AND COORDINATION:  a. Coxswain briefed crew of specific job and mission responsibilities.(T)	SAT UNSAT		REMARKS
b. evo	b. Crew communicated effectively and assertively during evolution. (T)			
ರ	Crew assisted each other as needed. (T/P)			
નું	Crew always aware of other's location. (T)	_		
e. thro	e. Coxswain provided appropriate and timely guidance throughout evolution. (T)			
f. usec	f. Crew safety and survival equipment properly worn and used. (P/T/O)			
où.	Safety of vessel and crew not jeopardized. (T)			
न	Coxswain kept station informed during evolution. (P/T)			

# Encl. (8) to COMDTINST MI61 **14.24A**

UI	NIT NAME:BOA	AT #		DA	TE:		
C	OXSWAIN:	ENGIN	EER_				_
CI	REWMEMBER:	CREWN	ИЕМВЕ	R:			
W	EATHER <b>DURING</b> DRILL: WINDSSE	EAS	CUR	RENT		VIS	
<u>E</u>	KERCISE: LOSS OF FUEL OIL PRESSURE (44' MI	LB) SC	ORE:SA	T/UNSAT			
	ERMINAL PERFORMANCE OBJECTIVE:. Af use, prevent further damage, and take corrective action		ncing a	loss in RPM	I's on or	ne engine, id	lentify the
	ONDITION: While underway on a 44' MLB at nitations, one engine begins to run rough and lose power.		peed, wi	th a certifie	d crew o	perating wit	thin prescribed
ST	TANDARD: In accordance with procedures set Boat Crew Seamanship Manu Boat Crew Training Manual 44' MLB Operator's Handboo Rescue & Survival Systems N Naval Engineering Manual	i <b>al</b> ok	Mlo Mlo Ml	51 14.5 (ser 51 14.9 (ser 51 14.3 (ser 0470.10 (se 0000.6 (serie	ies) ies) eries)		
EN	NABLING OBJECTIVES:						
1. a.	CASUALTY:  RPM's reduced on both engines to clutch ahead. (P)	) <u> </u>	SAT	UNSAT	REM	ARKS	
b.	Affected engine identified. (P)						
c.	Crew notified of casualty.(T)						
d.	Current position verified and situation evaluated. (N	N/P/T)					
e.	Coxswain ensure engine stops are pushed in. (P)						
f.	Engineer proceed to mess deck, ensure emergency to pps are pushed in. <b>(P)</b>	fuel					
g.	Crewman rig the anchor, if directed by Coxswain.	(P)					
h. lig	Engineer check engine room through engine room that to assess situation. <b>(P)</b>	port					
ı. ob	Engineer enter engine room with crewman as safety server. (P/T)	y					

# Encl. (8) to COMDTINST M16114.24A

1. CASUALTY: (cont). n. Source of problem identified and corrected or additional		<u>N</u>	REMARK	
assistance requested from station. (P/1)				
2. CREW TEAMWORK AND COORDINATION:	SAT	TNSAT	REMARKS	
a. Coxswain briefed crew of specific job and mission responsibilities. (T)				
b. Crew communicated effectively and assertively during evolution. (T)				
c. Crew assisted each other as needed. (T/P)				
d. Crew always aware of other's location. (T)				
e. Coxswain provided appropriate and timely guidance throughout evolution. (T)				
f. Crew safety and survival equipment properly worn and used. (P/T/O)				
g. Safety of vessel and crew not jeopardized. (T)				
h. Coxswain kept station informed during evolution. (P/T)				

# Encl. (8) to COMDTINST Ml 6114.24A

UNIT NAME:	BOAT #		D.	ATE:		
COXSWAIN:	ENGII	NEER:				
CREWMEMBER:	CREW	'MEMBE	ER:			
WEATHER DURING DRILL:	WINDSSEAS	CUI	RRENT	V	IS	
EXERCISE: LOSS OF CONTROL	L OF ENGINE RPM (44' MLE	3) SCOR	E: <b>SAT/U</b>	NSAT		
TERMINAL PERFORMANCE Of identify the cause, prevent further of		ngine <b>fai</b> l ions.	<b>ls</b> to respon	ıd properly	to Morse cab	ele control,
<u>CONDITIONS:</u> While under limitations, the coxswain attempts to control.	way on a 44' MLB at cruising to reduce speed but one engine					
STANDARD: In accordance	Boat Crew Seamanship Manu Boat Crew Training Manual 44' MLB Operator's Handboo Rescue & Survival Systems M Naval Engineering Manual	ok	Ml61 Ml61 M10	1 14.5 (seri 1 14.9 (seri 1 14.3 (seri 1470.10 (seri 100.6 (serie	ies) ies) ries)	
-ENABLING OBJECTIVES:						
1. <u>CASUALTY</u> : a. RPM's reduced on both engin	es. <b>(P)</b>	SAT	UNSAT	REMA	RKS	
b. Crew notified of casualty. (T)		<del></del>				
c. Current position verified and	situation evaluated. (N/P/T)				· .	
d. Coxswain pull engine stop for	r effected engine. (P/O)					
e. Turn into effected engine (if s	situation permits). (P/B)					
f. Pull emergency fuel stop for t	the effected engine. (P/O)		· .			
g. Engineer checked engine room light to assess the situation. (P)	m through engine room port					
h. Engineer enter engine room wobserver. <b>(P/T)</b>	vith crewman as safety					
00001 (212)			l l	!		

Encl. (8) to COMDTINST M16114.24A

- 2. CREW TEAMWORK AND COORDINATION:
  a. Coxswain briefed crew of specific job and mission responsibilities. (T)
- b. Crew communicated effectively and assertively during evolution. (T)
- Crew assisted each other as required. (T/P) ပ
- d. Crew always aware of other's location. (T)
- e. Coxswain provided appropriate and timely guidance throughout the evolution. (T)
- f. Crew safety and survival equipment properly worn and used. (P/T)  $\label{eq:final_property}$
- Safety of vessel and crew not jeopardized. (T) áo
- Coxswain kept station informed during evolution. (P/T) वं

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REMARK							
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### UNDERWAY DRILL CHECKLISTS

# OPTIONAL EXERCISES

# 47'MLB BASIC ENGINEERING CASUALTY CONTROL EXERCISES (BECCE)

- Fire in the Engine Room
- Loss of Steering (hydraulics)
- Collision with a Submerged Object
- Accidental Grounding
- Loss of Main Engine Lube Oil Pressure
- Main Engine High Water Temperature
- Reduction Gear Failure
- Loss of Fuel Oil Pressure
- Loss of Control of Engine RPM

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